

FOIA Exemption: All (b)(6) -

Form FTA-IR-1

Agency/Department Information

Federal Transit Administration

Agency/Department mon		1					
Increation Data	YYYY	MM	DD	- Report Number	20170103-WN	4ATA \A/D 1	
Inspection Date	2017	01	03	Report Number	20170105-0010	/IATA-WP-1	
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	RTRA	Sub- Department	N/A
		Name		Email	e	Mobile Phone	
Rail Agency Department Contact Information							
Inspection Location	E Line, Shaw-Howard University and Branch Ave						
Inspection Summary							
Inspection Activity #	1		2	3	4	5	6
Activity Code	RTRA-F	RI-OBS					
Inspection Units	1						
Inspection Subunits	N/	Ά					
Defects (Number)	0)					
Recommended Finding	N	0					

Activity Summaries

Remedial Action Required¹

Recommended Reinspection

No

No

Inspection Activity #	1	Inspec	tion Subj	ect	Rail Con	nplianc	e Observatio	on		Activity Co	de	RTR	A	RI	OBS
Job Briefing Employee Name/Title							mpanied ector?	No	Out Brief Conducted	No	Time	0700- 1100		Outside Shift	No
Related Reports	N/A		Related CAP					indings	N/A						
	Ref	Ref Rule or				ule or SOP Standard				Other / T	itle		Check	list Refer	ence
Related Rules, SOPs, Standards, or Other	and P Hand	rocedur book anent O	fety Rules 'es Irder No. '	Т-	MSRPH General Rules 1.46-1.52 1.69-1.84 MSRPH Operating Rules 3.87 3.119, 3.120, 3.121, 3.121.1, 3.79.1, 3.141 SOP# 12, 15, 16, 35, 45, 50										
	Maiı Trac		Yard	Statio	on C	OCC	RTA Facility	FTA Office		At-grade	e Tui	nnel	Eleva	ated	N/A
Inspection Location	x			х					Track Type						х
Line(s)			Track		N/A		Chain Mar	ker		From	То				
	E Line		Numbe	er					Shaw-Howard	1U		Branch	Branch Ave		

Inspector in Charge - Signature		Date
WINSLOW L. POWELL	Dglably digode by WMSLOVPLL POVPLL L Dit c: US could Source could be used to the sed quarters, ou=FTAHQ, on=WMSLOW L POWELL Date: 2017.01.10.11.28.23.45507	
Inspector in Charge – Name	Inspection Team	
Winslow Powell	Chris Difatta	



Vehicles	Head Car Number	Number of Cars		1		
venicies	NI/A		Equipment	N/A		
	N/A	N/A	Equipment	N/A		
		onducted a rail compliance	e observation on the	E line and	Number of Defects	0
	observed a total of 15	trains.			Recommended Finding?	No
	The FWSO inspector po	ositioned himself at the 8	car berthing mark or	the Shaw-	Remedial Action Required?	No
Description	Howard University stat with the following requi- • Train Handli • C • H • Stations and • Stations and • C • C • C • C • C • C • C • C	ion platform and watched irements: Deparated to 8 car station I blatform. Head was out of the windo Application of good train H and smooth and even acce <u>4 Doors:</u> Verified platform side of th bout of the cab window. Looked at doors on platford activity in front of the door oppening the doors. Depend the doors on the door boserved train loading with ensure that customers we Closed the window and loo- before moving the train for ken during the observation haw-Howard University st Illowing train operator reco- Duty: Deperators were in proper appearance of being unde mpaired by drugs.	d for train operator c berthing marker at th ow when stopping ar handling with smooth eleration and deceler he train by sticking h rm side of train to ve rrs for five (5) second correct platform side th head outside cab v re not hit or trapped oked in the direction orward. ns. The FWSO inspect tation to Branch Ave quirements: uniform and without ents when departing ents when departing ents when berthed a en train stopped due ents when train woul hpliance with MSRPH	e end of the a 8 car consist. a station stops ation. is/her head rify any s before and made vindow to within doors. of travel tor then to check to check the ohol or initial t the station. to another d be arriving	Recommended Reinspection?	No



United States Department of Transportation Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170104-WN	۸ ۸ ۸	/D 1			
inspection Date	2017	01	04	Report Number						
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Dep	artment	ΤΚΙΝ		
		Name		Email	Office Phone	9	Ν	Nobile Phone		
Rail Agency Department Contact Information										
Inspection Location	Farragut We	st (C Line, Trac	k 1)							
Inspection Summary										

Inspection Activity # 3 5 6 2 4 1 Activity Code TRK-JSB-OBS TRK-WI-PI **Inspection Units** 1 1 **Inspection Subunits** 0 1 **Defects (Number)** 1 3 **Recommended Finding** No Yes Remedial Action Required¹ No Yes **Recommended Reinspection** No Yes

Activity Summaries

Inspection Activity #	1	Inspection	n Subjec	t	Job Safe	ty Brie	fing			Activity Co	de	TR	К	JSB	OBS
Job Briefing Employee Name/Title	TRST 6	031					mpanied ector?	No	Out Brief Conducted	No	Time	100 130	-	Outside Shift	No
Related Reports	N/A	N/A				Relat	Related CAPS / Findings N/A								
	Ref Rule or 1			Rule or S	ОР		Standard		Other / T	itle		Check	list Refer	ence	
Related Rules, SOPs, Standards, or Other	RWPM														
	MSRPI	H													
	Mair Tracl	Yar	d S	tatic	on C	осс	RTA Facility	FTA Office	T	At-grade	ade Tunnel		Elev	ated	N/A
Inspection Location	х								Track Type			х			
1:===(=)	6	Т	rack		1		Chain Ma	rker		From			То		
Line(s)	С	N	umber		1		and/or St	ation(s)	C1 30+00			C1 58	+00		
	Неас	d Car Numb	ber	N	lumber o	of Cars									
Vehicles		N/A			N/A	A Equipment N/A									
Description	-		-		-	-			given by TRST	Number	of Defect	s			1
Description	6031 on the Farragut West station platform prior to accessing the right-of-way						Recommended Finding?					No			

Inspector in Charge - Signature WINSLOW L. POWELL	Digitally signed by WINSLOW L POWELL Dit c=US, o=US. Government, ou=DOT Headquarters, ou=FTAHQ, cn=WINSLOW L POWELL Date: 2017.010 12:2580-0591	Date
Inspector in Charge – Name Winslow Powell	Inspection Team Chad Broski, Al Nepa	



	(ROW). FWSO requested that the job safety briefing be moved to a quieter location.	Remedial Action Required?	No
	TRST 6031 moved the gang to an enclosed room within the Farragut West station. TRST 6031 then provided a comprehensive job safety briefing that could be effectively heard by all members of the work gang. The briefing included the work limits, the supervisory power outage, the protection that would be used (Inaccessible Track), hazards that would be encountered, and the required Personal Protective Equipment (PPE). TRST 6031 also reviewed the Roadway Access Guide pertaining to our inspection limits. He then ensured that the gang members had the required PPE and the proper RWP training. He also required all gang members to acknowledge understanding of the on-track safety procedures by having them sign the job safety briefing form.	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2 Ir	spection Sub	ect	Observa	ation of	Work Zone	1		Activity Co	ode	TF	RK	WI	PI
Job Briefing Employee Name/Title	TRST 603	31	·			mpanied ector?	No	Out Brief Conducted	No	Time	100 13	00- 00	Outside Shift	No
Related Reports	N/A				Relat	ed CAPS / F	indings	N/A	1		-			
	Ref		F	Rule or S	OP		Standard		Other / T	Other / Title Checkl				ence
Related Rules, SOPs, Standards, or Other	RWPM						TRST 1000)						
Standards, or Other	MSRPH													
Inspection Location	Main Track	Yard	Statio	on C	DCC	RTA Facility	FTA Office		At-grad	e Tu	nnel	Elev	ated	N/A
Inspection Location	x							Track Type			х			
Line(s)	с	Track		1		Chain Ma	rker		From				То	
Line(s)	C	Numbe	er	T		and/or Sta	ation(s)	C1 30+00			C1 58	8+00		
Vehicles	Head (Car Number	N	lumber c	of Cars	Faulto		NI/A						
venicies		N/A		N/A	1	Equip	ment	N/A						
		erformed a tra	ick insp	ection b	etweer	n chain marl	cers (CM) C1	30+00 and C1	Number	of Defect	s			3
	58+00. •		d romo	adial acti	00 224	which roa	ired MAAT	A to alguate	Recomm	ended Fi	nding?			Yes
	•	the 3 rd rail						A to elevate	Remedia	Action I	Require	ed?		Yes
Description	Addition	throughout would be a al observation WMATA's p replacing/r remedial ad FWSO note in a curve a The WMAT to protect t and direct f	d that t the wo ble to s blanned epairing tion 30 d 160 ir t CM C A repre he cond ixation	the 3 rd rae ork area a see and h d product g direct f 00. nches be 1 55+70. esentativ dition ur fastenen	ail warn so that hear the tion wo fixation etween Gauge re indica til the rs. A pr	every mem e alarms. ork in the wo fasteners the non-defection measured ated that a se production ga	ber of the w ork area inclu hat should a ive fasteners 57 inches at slow order w gang repairs ng was in th	udes ddress open s for the low rail this location. rould be placed the grout pads e process of		ended Re	einspec	tion?		Yes
Remedial Action	•	while FWSC FWSO note 53+00 and FWSO note station plat WMATA m WMATA m	D was co d rail ly CM C1 ! d a 3 rd i <u>form at</u> ust app ust rem	onductin ving in th 58+00, w rail cove t approxi ly a spee nove the	ng the in e ROW which ca r board imately ed restr rail lyin	nspection. along the c an be a tripp missing alc <u>CM C1 43+</u> iction at CM	1 C1 55+70 ι ROW.	en CM C1		steners a	re repa	ired.		



Agency/Department Information

Federal Transit Administration

Agency/Department mom	lation							
Increation Date	YYYY	MM	DD	Report Number	20170104-WM			
Inspection Date	2017	01	04	Report Number	20170104-001	VIATA-VVP-Z		
Rail Agency Name	Washington Authority	Metropolitar	n Area Transit	Rail Agency Department	RTRA	Sub- Department	N/A	
		Name Email Office Phone						
Rail Agency Department Contact Information								
Inspection Location	D Line, New Carrollton — Federal Center SW							
Inspection Summary								
Inspection Activity #	1		2	3	4	5	6	
Activity Code	RTRA-F	RI-OBS						
Inspection Units	1							
Inspection Subunits	N/	A						
Defects (Number)	0							

Activity Summaries

Recommended Finding

Remedial Action Required¹

Recommended Reinspection

No

No

No

Inspection Activity #	1 I	nspection S	ubject	Rail Cor	npliand	e Observatio	on		Activity Co	de	RTR	A RI	OBS	
Job Briefing Employee Name/Title						ompanied ector?	No	Out Brief Conducted	No	Time	1100- 1500	Outsid Shift	No	
Related Reports	N/A				Rela	ted CAPS / F	I CAPS / Findings N/A							
	Ref Rule or				OP		Standard		Other / Title			Checklist Reference		
Related Rules, SOPs, Standards, or Other	and Pro Handbo	ocedures ook	MSRPH Ge 1.46-1.52 1.69-1.84 ures MSRPH Op 3.87 Order No. T- 3.119, 3.12 3.121.1, 3. SOP# 12, 1 50			ing Rules 121, . 3.141								
Insuration Location	Main Track	Yard	Stati	ion (CC	RTA Facility	FTA Office	Trock Turo	At-grade	At-grade Tu		Elevated	N/A	
Inspection Location	х		x					Track Type					x	
Line(s)	Orange	Trac	:k	Chain Mark				From			То			
Line(3)	Change	Nur	nber	N/A and/or St		and/or Sta	ation(s)	New Carrollto	New Carrollton			ral Center SW		

Inspector in Charge - Signature WINSLOW L. POWELL	Digitally signed by WHKLOWL ROMELL Dit c-U.S. c-U.S. Government, cou-FTAHQ, cn-WINSLOW L POWELL Date: 2017.01.10 124154 45500	Date
Inspector in Charge – Name Winslow Powell	Inspection Team Chris Difatta	



	Head Car Number	Number of Cars				
Vehicles	N/A	N/A	Equipment	N/A		
		nducted a rail compliance	observation on the	D line and	Number of Defects	0
	observed a total of 12 t	rains.			Recommended Finding?	No
	The FWSO inspector po	sitioned himself at the 8	car berthing mark or	the	Remedial Action Required?	No
Description	Minnesota Ave station the following requirem	platform and watched for ents: ng: Deperated to 8 car station by latform. Head was out of the window application of good train ho and smooth and even access <u>I Doors:</u> ferified platform side of the out of the cab window. ooked at doors on platfor ictivity in front of the doo opening the doors. Depend the doors on the of tation announcements. Deserved train loading with insure that customers we closed the window and loo period the dobservation ew Carrollton to Federal Of rator requirements: tor Adherence to Electror frain Operators were in con- tules 1.46-1.52 and MSRP	train operator componenting marker at the power when stopping are analysing with smooth eleration and deceler the train by sticking herm side of train to vere rs for five (5) second correct platform side cab were not hit or trapped poked in the direction rward. The FWSO inspect Context of the context of the second marker at the safety Rule 4.227.	pliance with he end of the a 8 car consist. h station stops ration. is/her head rify any s before and made window to within doors. of travel tor then pliance with PH General he end of the a 8 car consist. h station stops	Recommended Reinspection?	No



Agency/Department Information

Federal Transit Administration

0 // 1											
Increation Date	YYYY	MM	DD		Report Number	20170105 14/1	4 A T A A				
Inspection Date	2017	01	05		Report Number	20170105-WMATA-AMD-1					
Rail Agency Name	Washington Authority	Metropolita	in Area Transit		Rail Agency Department	POWR Sub- Department CM					
		Name			Email	Office Phone	2	N	Nobile Phone		
Rail Agency Department Contact Information											
Inspection Location	A10 – Medic	al Center – 1	Γie Breaker (TB)							
Inspection Summary											
Inspection Activity #	1		2		3	4		5	6		

Inspection Activity #Image for a finite or a finit or

Activity Summaries

Inspection Activity #	1	Insp	ection Subj	ect	Emerge	0 – Medical Center – Tie Breaker House – nergency Trip Switch (ETS) Relay Cabinet publeshooting.					Activity Code		5	RM	OBS
Job Briefing Employee Name/Title	N/A	N/A					npanied ctor?	Yes	Out Brief Conducted	Yes	Time	010 050		Outside Shift	Yes
Related Reports						Relate	ed CAPS /	Findings							
Related Rules, SOPs,	Ref				Rule or S	OP		Standard	•	Other / T	itle		Check	list Refer	ence
Standards, or Other															
	Mai Trac		Yard	Stati	on (DCC	RTA Facility	FTA Office	Treads Trune	At-grad	e Tui	nnel	Eleva	ated	N/A
Inspection Location				х					Track Type						х
Lino(a)	A Line	~	Track		NI/A	Chain Marker				From				То	
Line(s)	A LIN	2	Numbe	er	N/A		and/or St	ation(s)	A10 – Medical	al Center A10 – Medical Center					
	Hea	ad Car	Number	1	Number o	of Cars									
Vehicles		N,	/A		N/A		Equip	ment	Emergency Tr	ncy Trip Switch (ETS) Relay Cal			I		
						. ,		•	t Falls Church),	Number	of Defect	s			0
Description		•				•		•	l installation, e by WMATA	Recomm	ended Fir	nding?			No
	wd5 ll	ii alle		uie Ilię	sint sillit.	ine job	Salety Dife	ing was uon		Remedia	l Action R	equire	d?		No

sufficient and effective.			
Inspector in Charge - Signature	NGELA M DLUGER	Digitally signed by ANGELA M DLUGER DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=ANGELA M DLUGER Date: 2017.02.03 13:56:03 -05'00'	Date February 3, 2017
Inspector in Charge – Name Angela Dluger	Inspection Team Tino Sahoo		



provide proof to FTA that the problem has addressed. Remedial Action N/A
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FIGURE 1 – ETS (EMERGENCY TRIP SWITCH) RELAY CABINET AT MEDICAL CENTER TIE BREAKER







FIGURE 3 – CONDUIT RUN FROM ETS RELAY CABINET TO ET



S RELAY CABINET TO ETS BOXES WAYSIDE CONTINUED





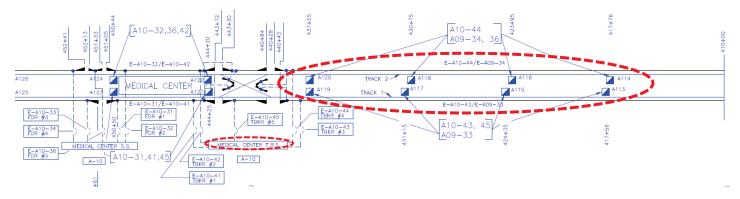


FIGURE 6 – CONTACT RAIL SCHEMATIC SHOWING WAYSIDE ETS BOXES POTENTIALLY AFFECTED (ONLY BOXES IN TUNNEL AND NOT ON PLATFORMS)



FOIA Exemption: All (b)(6) -

Agency/Department Information

Federal Transit Administration

Agency/Department morm	ation										
Increation Date	YYYY	MM		DD	Report Number	20170105 \\/\	4 A T A \A	/D 1			
Inspection Date	2017	01	05		Report Number	20170105-WMATA-WP-1					
Rail Agency Name	Washington Authority	Metropolita	n Area T	ransit	Rail Agency Department	RTRA	Sub- Depa	artment	N/A		
		Name			Email	Office Phone	e	Ν	Nobile Phone		
Rail Agency Department Contact Information											
Inspection Location	Yellow Line,	L'Enfant Plaz	a to Hu	ntington							
Inspection Summary											
Inspection Activity #	1			2	3	4		5	6		
Activity Code	RTRA-R	I-OBS									
Inspection Units	1										
Inspection Subunits	N//	A									
Defects (Number)	1										

Recommended Reinspection Activity Summaries

Recommended Finding

Remedial Action Required¹

Yes

No

Yes

Inspection Activity #	1	Inspec	tion Subj	ect	Rail Com	plianc	e Observatio	on		Activity Co	de	RTR	RA	RI	OBS	
Job Briefing Employee Name/Title	N/A	Ά				· No			Out Brief Conducted	No	Time	1130- 1230		Outside Shift	No	
Related Reports	N/A					Relat	ted CAPS / F	indings	N/A							
	Ref				Rule or SO	ЭP		Standard		Other / T	itle		Chec	cklist Refer	ence	
Related Rules, SOPs, Standards, or Other	and P Hand	rocedu book anent C	fety Rules res Order No. ⁻	5 T-	MSRPH G 1.46-1.52 1.69-1.84 MSRPH O 3.87 3.119, 3.1 3.121.1, 3 SOP# 12, 50)perati 120, 3.: 3.79.1,	ng Rules 121, 3.141									
	Mai Trac		Yard	Statio	on O	CC	RTA Facility	FTA Office	Tuesda Taura	At-grade	e Tu	nnel	Ele	evated	N/A	
Inspection Location	x								Track Type						х	
Line(s)	Yellov	w Line	Track		N/A		Chain Mar			From	Тс			То		
			Numbe	er			and/or Sta	ation(s)	L'Enfant Plaza	a Huntington			ion			

Inspector in Charge - Signature WINSLOW L. POWEL	Digitally signed by WINSLOW L POWELL DNC e-US, Government, ou-DOT Headquarters, ou-FTAHQ, cn=WINSLOW L POWELL Date: 2017.07.10.113332-0500'	Date
Inspector in Charge – Name Winslow Powell	Inspection Team Chris Difatta	



Vehicles	Head Car Number	Number of Cars	Faultaneet	NI / A		
venicies	3164	6	Equipment	N/A		
		nducted a rail compliance			Number of Defects	1
	Yellow Line between L' including one defect:	Enfant Plaza and Hunting	ton and observed the	e following,	Recommended Finding?	Yes
	including one derect.				Remedial Action Required?	Yes
Description	t 0 M 0 M 1 0 M 0 M 0 M 0 M 0 M 0 M 0 M 0 M	ents: Made proper announceme erminal. Made proper announceme Made announcement whe rain crossing over. Made proper announceme it terminal. tions through Work Zone: The train operator was in a fulle 3.87 and Permanent The train operator acknow esponded with two (2) sh <u>Communications:</u> Train operator did not con 8.87.1 that states, "A rail w when entering and exiting	ents when berthed a en train stopped due ents when train wou s/Passing Roadway V compliance with MSI Order No. T-16-07, R /ledged hand signals ort horn blasts.	t the station. to another Id be arriving <u>Vorkers</u> RPH Operating tev 1. and erating Rule	Recommended Reinspection?	Yes
Remedial Action	WMATA should explore	e and evaluate appropriat	e actions for noncon	npliance to SOP	requirements.	



United States Department of Transportation Federal Transit Administration

Agency/Department Inforn	nation							
Increation Date	YYYY	MM	DD	Poport Number	20170105-WN	/ A T A \ A/	ים י	
Inspection Date	2017	01	05	Report Number	20170105-0010	//ATA-VV	P-2	
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	RTRA	N/A		
Rail Agency Department		Name		Email	Office Phone	9	ľ	Mobile Phone
Contact Information								
Inspection Location	Yellow Line,	L'Enfant Plaza	station					
Inspection Summary								
Inspection Activity #	1		2	3	4	Į.	5	6
Activity Code	RTRA-R	RI-OBS						
Inspection Units	1							
Inspection Subunits	N/.	A						
Defects (Number)	0							
Recommended Finding	No	D						
Remedial Action Required ¹	No	D						
Recommended Reinspection	No	D						

Activity Summaries

Inspection Activity #	1	Inspe	ection Subj	ect	Rail Con	nplianc	e Observatio	on		Activity Co	de	RTR	RA	RI	OBS	
Job Briefing Employee Name/Title	N/A						mpanied ector?	No	Out Brief Conducted	No	No Time		-	Outside Shift	No	
Related Reports	N/A					Rela	ted CAPS / F	indings	N/A							
	Ref				Rule or S	OP		Standard		Other / T	itle		Check	klist Refer	ence	
Related Rules, SOPs, Standards, or Other		rocedu	afety Rules ures		MSRPH G 1.46-1.52 1.69-1.84 MSRPH C 3.87 3.119, 3. 3.121,3.1 3.141 SOP# 12, 50)perati 120, 21.1, 3	ng Rules 3.79.1,									
Increation Location	Mai Trac		Yard	Statio	on C	OCC	RTA Facility	FTA Office	Track Tune	At-grade	e Tu	nnel	Elev	vated	N/A	
Inspection Location	x			x					Track Type						x	
Line(a)	Yellov		Track		Chain Marker From				То							
Line(s)	rellov	N	Numbe	r	N/A		and/or Sta	ation(s)	L'Enfant Plaza N/A							

Inspector in Charge - Signature WINSLOW L. POWEI	Digitally signed by WNSLOW L POWELL Disc.cutS, poulS.Government, ous-PTAHQ, cn=WNSLOW L POWELL Disc.cutS, poulS.Government, ous-PTAHQ, cn=WNSLOW L POWELL Disc.cutS, poulS.Government, poulSCH Madquarters, poulFTAHQ, cn=WNSLOW L POWELL Disc.cutS, poulS.Government, poulSCH Madquarters, poulFTAHQ, cn=WNSLOW L POWELL Disc.cutS, poulSCH Madquarters, poulFTAHQ, poulSCH Madquarters, poulSCH	Date
Inspector in Charge – Name	Inspection Team	
Winslow Powell	Chris Difatta	



	Head Car Number	Number of Cars				
Vehicles	N/A	N/A	Equipment	N/A		
Vehicles	The FWSO inspector con L'Enfant Plaza station an The FWSO inspector po platform and watched f requirements: • <u>Train Handlin</u> • C p	nducted a rail compliance nd observed a total of 9 t ositioned himself at the 8 for train operator complia	rains. car berthing mark or ance with the followi berthing marker at t	n the station ing he end of the	Number of Defects Recommended Finding? Remedial Action Required?	0 No No
Description	a • <u>Stations and</u> • V • O • Lu a • C • C • C • C • C • C • C • C	Application of good train h and smooth and even acce loors: Verified platform side of th but of the cab window. Nooked at doors on platfor ictivity in front of the doo opening the doors. Opened the doors on the of tation announcements. Observed train loading wit ensure that customers we Closed the window and loo pefore moving the train fo ken during observations.	eleration and decele he train by sticking h rm side of train to ve rs for five (5) second correct platform side th head outside cab re not hit or trapped oked in the directior	ration. is/her head erify any Is before e, and made window to I within doors.	Recommended Reinspection?	No
Remedial Action	N/A					



United States Department of Transportation Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170106 \\\\	ΛΤΛ \Λ	/D 1			
inspection bate	2017	01	06	Report Number	20170106-WMATA-WP-1					
Rail Agency Name	Washington Authority	Metropolitan /	Area Transit	Rail Agency Department TRST Sub- Department						
	Name			Email	Office Phone			Mobile Phone		
Rail Agency Department										
Contact Information										
Inspection Location	A Line									

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-OBS-WI					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	0					
Recommended Finding	No					
Remedial Action Required ¹	No					
Recommended Reinspection	No					

Activity Summaries

Inspection Activity #	1	Inspection Sub	ject	Observa	ition/Qu	uality Asses	sment		Activity Co	de	TR	K	WI	OBS
Job Briefing Employee Name/Title	TRST 654			Accon Inspe	npanied ctor?	Yes	Out Brief Conducted	Yes	Time	10:0 13:		Outside Shift	No	
Related Reports					Relate	ed CAPS / F	indings							
	Ref	Ref Rule or S			ОР		Standard		Other / T	itle		Check	list Refer	ence
Related Rules, SOPs, Standards, or Other	TRST 1	000												
	MSRPH	l												
Incomption I constinue	Main Track Yard Station		tion C	осс	RTA Facility	FTA Office	Tuesda Taura	At-grade Tu		nnel	Elev	ated	N/A	
Inspection Location	х							Track Type		:	x			
Line(s)	Red/A	Track		A 2		Chain Ma	ker		From				То	
Line(s)	Reu/A	Numb	er	A Z		and/or Sta	ation(s)	440+28	308+73					
Mahalaa	Head	Car Number		Number o	of Cars									
Vehicles		N/A		N/A		Equip	ment	N/A						
									Number	of Defect	s			0
Description		/SO inspector r hesda station r						om TRST 654 at	Recomm	ended Fir	nding?			No
	the bet		Jacioi		5- 0000	inpanieu u			Remedia	l Action R	equire	d?		No

Inspector in Charge - Signature		Date
WINSLOW L. POWE	Digitally signed by WMSLOW L. POWELL Disc. Soc. Joil.S. Government. cueDOT Headquarters, ou=FTAHQ, cn=WMSLOW L. POWELL Date: 2017.01.10 113553 -05'00'	
Inspector in Charge – Name Winslow Powell	Inspection Team Kevin McDonald	



Remedial Action	fixation fasteners and replacing with same. WMATA workers were also repairing wall and ceiling cracks that were leaking water.		
	The third rail was de-energized under a supervisory outage, and the RWIC verified that it had been tested with a hot stick and pointed out third rail gaps to the inspector. The inspector observed Warning Strobe and Alarm Devices (WSAD) connected to the third rail, and also observed WMATA workers removing direct		
	Roadway Worker in Charge (RWIC) and verified that two Roadway Maintenance Machines (RMM), #40 and #41, would be operating on track #2 within the working limits. The Roadway Worker Protection (RWP) would be Exclusive Track Occupancy (ETO) to include Roadway Flag Persons on the RMMs with shunts and fixed red signals at each end of the working limits. The FWSO inspector verified that trains were being single tracked and that there was a concrete wall between tracks 1 and 2.	Recommended Reinspection?	No



Federal Transit Administration

Form FTA-IR-1

Agency/Department Information

Agency/Department morn	ation									
Inspection Date	YYYY	MM		DD	Donort Number	20170110 \	4 A T A \A	/D 1		
Inspection Date	2017	01		10	Report Number	20170110-WMATA-WP-1				
Rail Agency Name	Washington Authority	Metropolit	an Area T	ransit	Rail Agency Department	RTRA Sub-Department N/A			N/A	
	Name				Email	Office Phone	5	Mobile Phone		
Rail Agency Department Contact Information										
Inspection Location	Green Line, G	Green Line, Greenbelt to L'Enfant Plaza								
Inspection Summary										
Inspection Activity #	1			2	3	4		5	6	
Activity Code	RTRA-R	-OBS								
Inspection Units	1									
Inspection Subunits	0									
Defects (Number)	1									
Recommended Finding	Yes	5								
Remedial Action Required ¹	Yes	5								

Activity Summaries

Recommended Reinspection

Yes

Inspection Activity #	1	Inspec	tion Subj	ect	Rail Con	nplianc	e Observatio	on		Activity Co	de	RTR	A	RI	OBS
Job Briefing Employee Name/Title	N/A						ompanied ector?	No	Out Brief Conducted	No	Time	0900- 1000	-	Outside Shift	No
Related Reports	N/A	N/A Related CAPS /					ted CAPS / F	Findings N/A							
	Ref	Ref Rule or 1			Rule or S	ОР		Standard		Other / T	itle		Chec	klist Refer	ence
Related Rules, SOPs, Standards, or Other	and P Hand	etroRail Safety Rules d Procedures indbook, rmanent Order No. T -07			ing Rules 3.79.1,										
	Mai Trac		Yard	Statio	on C	осс	RTA Facility	FTA Office		At-grade	e Tu	nnel	Elev	vated	N/A
Inspection Location	x			х					Track Type						x
Line(s)	Greer	า	Track Numbe	-	N/A		Chain Mar			From	То				
			Numbe	ſ			and/or Sta	nion(s)	Greenbelt			L'Enfa	int Pla	za	

Inspector in Charge - Signature WINSLOW L. POW	Digitally signed by WINSLOW L POWELL ON: c=US, c=US, c=US. Government, ou=DOT Headquarters, ou=FTAHQ, cn=WINSLOW L POWELL P	Date
Inspector in Charge – Name	Inspection Team	
Winslow Powell	Chris Difatta	



	Head Car Number	Number of Cars				
Vehicles	6034	6	Equipment	N/A		
		nducted a rail compliance			Number of Defects	1
	following, including one	n Greenbelt Station and L e defect:	Enfant Plaza and ob	served the	Recommended Finding?	Yes
					Remedial Action Required?	Yes
Description	tr	Aade proper announceme erminal. Aade proper announceme Aade announcement whe rain crossing over. Aade proper announceme erminal.	ents when berthed a ents when train woul ents when train woul berthing marker at th ow when stopping ar handling with smooth eleration and deceler nply with MSRPH Op rehicle shall sound th	t the station. to another Id arrive at ne end of the n 8 car consist. n station stops ration. erating Rule	Recommended Reinspection?	Yes
Remedial Action	WMATA should explore	e and evaluate appropriat	e actions for noncon	npliance to SOP r	equirements.	



FOIA Exemption: All (b)(6) -

Agency/Department Information

Federal Transit Administration

Increation Date	YYYY	MM	DD	Depert Number	20170110 \\/\		ر م <i>ا</i>			
Inspection Date	2017	01	10	Report Number	20170110-000	20170110-WMATA-WP-2				
Rail Agency Name	Washington Authority	Metropolitar	n Area Transit	Rail Agency Department	RTRA Sub-Department N/A					
D. H.A. D. H. H. H.	Name			Email	Office Phon	e	Mobile Phone			
Rail Agency Department Contact Information										
Inspection Location	Blue Line – L'	'Enfant Plaza	to Largo Tow	n Center						
Inspection Summary										
Inspection Activity #	1		2	3	4		5	6		
Activity Code	RTRA-R									

Activity Code	RTRA-RI-OBS	RTRA-RI-OBS	RTRA-RI-OBS		
Inspection Units	1	1	1		
Inspection Subunits	0	0	0		
Defects (Number)	1	0	0		
Recommended Finding	Yes	No	No		
Remedial Action Required ¹	No	No	No		
Recommended Reinspection	Yes	No	No		

Activity Summaries

Inspection Activity #	1	Inspec	tion Subj	ect	Rail Cor	npliand	e Observatio	on		Activity Co	de	RTR	A	RI	OBS
Job Briefing Employee Name/Title	N/A						ompanied ector?	No	Out Brief Conducted	No	Time	1000- 1100	-	Outside Shift	No
Related Reports	N/A					Rela	ted CAPS / F	indings	N/A				·		
	Ref				Rule or S	OP		Standard		Other / T	itle		Checkli	st Refer	ence
Related Rules, SOPs, Standards, or Other	and Pr Handb	rocedur book,	fety Rules 'es Irder No. ⁻	т-	3.87 3.119, 3. 3.121,3.3 3.141	2 4 Dperati 120, 121.1, 3	ing Rules								
	Mair Trac		Yard	Statio	on (DCC	RTA Facility	FTA Office		At-grade	e Tu	nnel	Eleva	ted	N/A
Inspection Location	x			х					Track Type						х
Line(s)	Blue	I	Track Numbe	er	N/A	Chain Mar and/or Sta			L'Er	From Ifant Plaza			Largo T	To Town Cei	nter

Inspector in Charge - Signature WINSLOW L. POWELL	Digitally signed by WINSLOW L. POWELL DN: c=LS, 0=U.S. Government, ou=DDT Headquarters, ou=FTAHQ, Date: 2017/021 & Hos:11-6900 Date: 2017/021 & Hos:11-6900	Date
Inspector in Charge – Name Winslow Powell	Inspection Team Chris Difatta	



	Head Car Number	Number of Cars				
Vehicles	3276	6	Equipment	N/A		
	-	ducted a rail compliance		1) train on the	Number of Defects	1
	Blue Line and observed	the following, including of	one defect:		Recommended Finding?	Yes
	Electronic P	olicv:			Remedial Action Required?	No
	0 1	rain operator complied w vas not observed with an				
Description	• <u>Stations and</u> • <u>Stations and</u> • <u>V</u> • <u>C</u> • <u>C</u>	Deperated to 8 car station in latform. Head was out of the window application of good train h and smooth and even accord <u>I Doors:</u> Verified platform side of the aut of the cab window. Dooked at doors on platfor ictivity in front of the door opening the doors. Depend the doors on the in Dobserved train loading with insure that customers we closed the window and lo before moving the train for <u>Communication:</u> Deperator was in compliant rain horn usage.	ow when stopping an nandling with smooth eleration and deceler he train by sticking h rm side of train to ve rs for five (5) second correct platform side th head outside cab re not hit or trapped oked in the direction orward. ce with all procedure blance with SOP #50. bserve any announce approaching station	a 8 car consist. a station stops ration. is/her head rify any s before window to within doors. of travel es regarding 5.1.1. The ements made	Recommended Reinspection?	Yes

Inspection Activity #	2	Inspection Subj	ect Rail	Compliand	ce Observati	on		Activity Co	de	RTR	A	RI	OBS
Job Briefing Employee Name/Title	N/A	N/A			ompanied ector?	No	Out Brief Conducted	No	Time	1100- 1200		Outside Shift	No
Related Reports	N/A			Rela	ted CAPS / F	indings	N/A						
	Ref		Rule	or SOP		Standard		Other / T	itle		Check	klist Refer	ence
Related Rules, SOPs, Standards, or Other	and P Handl	anent Order No.	1.46- 1.69- MSRF 3.87 7- 3.119 3.121 3.141	3.119, 3.120, 3.121,3.121.1, 3.79.1, 3.141 SOP# 12, 15, 16, 35, 45,									
Inspection Location	Maii Trac	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grad	e Tui	nnel	Elev	vated	N/A



	x		x								x		
Line(s)	Blue	Track Numbe	r	I/A		n Marker or Station(s)		From own Center	To L'Enfant P	1272			
Vehicles		r Number	Nun	nber of Cars	E	quipment	N/A				1020		
	An FWSO I	nd observed Train Opera o	l the follo <u>tor Fitnes</u> Operator	wing: <u>ss for Duty:</u> was in prope did not appe	er unifo	servation of one (orm. e under the influe		Recommended Finding? N Remedial Action Required? N					
Description	•	Proper Rad o Train Opera	o Commu Operator MSRPH G as train ID tions Thr	inication: followed pro eneral Rule 1), track numb ough Work Z	L.78 by per, and cones/f	Passing Roadway V	tification such <u>Norkers:</u>	Recommended	No				
	No excepti		when enc Benning a	was in comp ountering ro nd Stadium g observatio									
Remedial Action	N/A												

Inspection Activity #	3	Insp	ection Sub	ject	Rail Co	mpliand	ce Observati	on		Activity Co	de	RTF	RA	RI	OBS
Job Briefing Employee Name/Title	N/A						ompanied ector?	No	Out Brief Conducted	No	Time	1200 1400		Outside Shift	No
Related Reports	N/A					Rela	ted CAPS / I	indings	N/A						
	Ref				Rule or	SOP		Standard		Other / T	itle		Check	list Refe	ence
Related Rules, SOPs, Standards, or Other	and P Hand Perm	MetroRail Safety Rules and Procedures Handbook, Permanent Order No. T- 16-07													
	Mai Trac		Yard	Stat	ion	осс	RTA Facility	FTA Office		At-grade	e Tu	innel	Elev	ated	N/A
Inspection Location				x	:				Track Type						х
1	DI		Track	I			Chain Ma	rker		From			То		
Line(s)	Blue		Numb	er	N/A and/or Sta			ation(s)	L'Enfant Plaza	a station		N/A			
Vahialaa	Hea	ad Car	r Number		Number	of Cars	Equipment N/A								
Vehicles		N,	/A		N/	A	Equip	ment	N/A						
							ompliance observation of seven (7) trains on			Number of Defects			0		0
Description	the B	the Blue Line.								Recommended Finding?			? No		No
								Remedial Action Required?			d?		No		



No exceptions were taken during observations. A Remedial Action N/A



Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170111 \		ז ר			
inspection Date	2017	01	11	Report Number	20170111-0010	0170111-WMATA-CB-1				
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	TRST Sub- Departm			TKIN		
		Name		Email	Office Phone	9	N	1obile Phone		
Rail Agency Department Contact Information										
Inspection Location	Between Addison Road and Capitol Heights (G Line, Tracks 1 & 2)									

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-JSB-OBS	TRK-WI-PI				
Inspection Units	1	2				
Inspection Subunits	0	1				
Defects (Number)	0	6				
Recommended Finding	No	Yes				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1 I	nspection Sub	ject	Job Safe	ty Brie	fing			Activity Co	de	TR	ĸĸ	JSB	OBS
Job Briefing Employee Name/Title	TRST 62	26				mpanied ector?	Yes	Out Brief Conducted	No	Time	100 123		Outside Shift	No
Related Reports	N/A				Relat	ed CAPS / F	indings	N/A						
	Ref			Rule or S	ОР		Standard		Other / T	ïtle		Che	cklist Refer	ence
Related Rules, SOPs, Standards, or Other	RWPM													
Standards, or other	MSRPH													
	Main Track	Yard	Stati	ion C	осс	RTA Facility	FTA Office	T	At-grad	e Tui	nnel	El	evated	N/A
Inspection Location	х							Track Type	x		х			
1:00(0)	6	Track		1.9.2		Chain Mar	ker		From				То	
Line(s)	G	Numb	er	1&2		and/or Station(s) 469+00			424+00					
	Head	Car Number		Number c	of Cars									
Vehicles		N/A		N/A	L.	Equipment N/A								
Description	TRST 62	26 provided a c	ompre	ehensive j	nensive job safety briefing. The briefing included the Number of Defects						0			

Inspector in Charge - Signature	HAD DAVID BROSKI	Digitally signed by CHAD DAVID BROSKI DN: c=US, o=U.S. Government, ou=FRA FRAChicagolL, ou=DOT FRAChicagolL, cn=CHAD DAVID BROSKI Date: 2017.01.12 15:25:52 -06'00'	Date
Inspector in Charge – Name Chad Broski	Inspection Team Chad Broski		



	work limits, the protection that would be used (Train Approach Warning), hazards	Recommended Finding?	No
	that would be encountered, and the required Personal Protective Equipment (PPE). TRST 626 also reviewed the Roadway Access Guide pertaining to our inspection	Remedial Action Required?	No
	limits. He then ensured that the work group had the required PPE and the proper RWP training. He also required the work group to acknowledge understanding of the on-track safety procedures.	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2 In	nspection Subj	ect	General	Track O	bservatior	IS		Activity Co	de	TF	RK	WI	PI	
Job Briefing Employee Name/Title	TRST 626	6			Accon Inspec	npanied ctor?	Yes	Out Brief Conducted	No	Time	100 12		Outside Shift	No	
Related Reports	N/A				Relate	ed CAPS / I	indings	N/A		I					
	Ref		I	Rule or S	OP		Standard		Other / T	ïtle		Chec	klist Reference		
Related Rules, SOPs, Standards, or Other	RWPM						TRST 1000		Permane T-16-07,	nt Order Rev. 1	No.				
	MSRPH														
Inspection Location	Main Track	Yard	Statio	on O	СС	RTA Facility	FTA Office Track Type		At-grade Tunnel		nnel	el Elevated		N/A	
	х							The rype	x x		Х				
Line(s)	G	Track		1&2	Chain Marker				From			То			
- (-)		Numbe	-			and/or St	ation(s)	469+00			424+	00			
Vehicles		Car Number	N	lumber o		Equip	ment	N/A							
		N/A		N/A											
		50 inspector pe 9+00 and 424+	-			of Defect	-			6					
					ended Fir I Action F				Yes Yes						
Description	Observa • •	The on-trace Protection of clear for on All trains co FWSO note wall cracks both main t directly con FWSO note CM G1 430 evacuation. FWSO note because of FWSO note switch guar	with a d -comin omplied d an ur and po cracks (dtribute d rail ly +00, wh d three missing d three d rail p	designate ng trains. J with Pen nusual an poling (no (G1 & G2) ed to obvi ying in the hich can l e consecu g Pandrol e consecu plate at Cl	ed Watc rmanen nount o t prope) at CM ious deg e ROW a be an ur itive def l e-Clips itive def M G2 46	hman/Loo t Order No f water lea rly draining 424+30. Th gradation c along curve nsafe tripp fective dire at CM G2 fective dire 55+00 beca	. T-16-07, Re king through g from the tu he standing w of track comp es at CM G1 4 ing hazard fo ect fixation fa 425+00. ect fixation fa	d ample time to ev. 1. the tunnel unnel invert) for vater has ponents. 437+00 and or an		ended Re	inspec	tion?		Yes	
Remedial Action	•	 (G1 & G2) at CM 424+30. WMATA must remove the rail lying in the ROW along curves at CM G1 437+00 and CM G1 430+00. WMATA must replace missing Pandrol e-Clips at CM G2 425+00. 													



Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Depert Number	20170111-WMATA-WP-1						
Inspection Date	2017	01	11	Report Number	20170111-WWATA-WP-1						
Rail Agency Name	Washington Authority	Metropolitan A	rea Transit	Department IRST Sub-Department Produ							
	I	Name		Email	Office Phone		Ν	Nobile Phone			
Rail Agency Department Contact Information											
contact mornation											
Inspection Location	A Line, track	ine, track 2, between Dupont Circle and Farragut North									

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	TRK-GEN-INS				
Inspection Units	1	1				
Inspection Subunits	5	1				
Defects (Number)	0	6				
Recommended Finding	No	No				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

•															
Inspection Activity #	1 Ir	spection Sub	ject	Roadwa	iy Worke	r Protecti	on – Job Safe	ty Briefing	Activity Co	de	TR	K	RWP	OBS	
Job Briefing Employee Name/Title		68, RWIC 10, Watchmar	n/Loo	kout	Accom Inspec	panied tor?	Yes	Out Brief Conducted	Yes	Time	090 143		Outside Shift	No	
Related Reports					Relate	d CAPS / I	indings							÷	
	Ref			Rule or S	OP		Standard		Other / Title			Chec	klist Refei	ence	
Related Rules, SOPs, Standards, or Other	RWPM														
	Main Track	Yard	Stat	tion (DCC	RTA Facility	FTA Office	Office		At-grade Tunne		nel Elevato		N/A	
Inspection Location	х							Track Type			х				
Line(s)	A Line	Track		2		Chain Mark		rker		From			То		
Line(s)	ALINE	Numbe	er	2		and/or St	ation(s)	A-01			A-03				
	Head	Car Number		Number o	of Cars										
Vehicles		N/A		N/A	1	Equip	ment	N/A							
									Number	of Defect	s			0	
Description	-	safety briefing		•			•		Recomm	ended Fir	nding?			No	
Description	briefing was compliant with WMATA requirements. It included WM check, the type of protection in place (Train Approach Warning, or								Remedia	l Action R	Require	d?		No	
	potentia	l hazards and	hot s	pots. No e	xception	ions were taken with the briefing.			Recommended Reinspec			tion? No		No	

Inspector in Charge - Signature WINSLOW L. POW	Digitally signed by WINSLOW L POWELL Disc c-US, co-US. Covernment, cu=DOT Headquarters, cu=FTAHQ, cn=WINSLOW L POWELL Det all 10/123 143925-0500	Date
Inspector in Charge – Name Winslow Powell	Inspection Team Alexander Nepa	



Remedial Action

Inspection Activity #	2	Ins	pection Sub	ject	Track	General	Inspection			Activity Co	de	TF	КK	GEN	INS	
Job Briefing Employee Name/Title			3, RWIC) Watchmar	n/Look	out		ompanied ector?	Yes	Out Brief Conducted	Yes	Time	09 14		Outside Shift	No	
Related Reports						Rela	ted CAPS /	indings								
	Ref				Rule or	SOP		Standard		Other / T	tle		Checl	klist Reference		
Related Rules, SOPs, Standards, or Other	TRST	1000)													
Inspection Location	Mai Trac		Yard	Stat	tion	OCC	RTA Facility	FTA Office	Track Type	At-grade	e Tu	innel	Elev	ated	N/A	
	x								The rype			х				
Line(s)	A Line	е	Track Numb	or	2		Chain Ma and/or St			From	1		J	То		
					Number			ation(s)	A-01			A-03				
Vehicles	Head Car Number Number of Cars Equipment N/A															
			I/A		IN,	A				Number	of Defec	ts			6	
								upont Circle		Recomm					No	
								ndependent Harsco. The		Remedia			45		Yes	
Description	have In add causin	incor • • • • ditior ng ex	At CM 061 (<i>TRST 1000</i> At CM 057 holding fas <i>1000, 7.7</i>) At CM 057 ground. (Si At A-230 si immediate unprotecte At A-230 si fasteners i inches. (<i>TR</i> At A-230 si <i>9.10</i>)	+00, ri +00, ri 2, 5.11 +00, ti stener +00, ti e dange ed area ignal, i n a row 257 100 ignal s 054+1 rosion	The follo ight rail, 	wing six a sliver/ supporti ed 91 ind l power l power cover bo ividuals 1000, 13 there are nee betw umber fi	(6) defects of chip was me ng fasteners ches, allowir cable is mal ard is missir working in t 3.3.15) e five (5) def veen non-de ve (5) switch	were observe easured 3.16 were identi- ag a yellow co- king contact ing, which pre- he vicinity of ective, missi fective faste n rod is loose leak in the t	inch deep. fied. Closest ondition. (<i>TRST</i> with the esents an the ng, and loose	Recomm	ended R	einspec	tion?		Yes	
Remedial Action		1. 2. 3. 4. 5.	At CM 057 standards. At CM 057	+00 ar +00, V ignal, V	nd at A-2 VMATA i	30 signa nust ins must re	ulate the 3 rd -install the r	/MATA must rail power c nissing cover	ssess the repair repair, replace able from maki board.	, or tighten th				liant with	WMATA	





Corroded and flaking off











Third rail power cable making contact with ground



Agency/Department Information

Federal Transit Administration

Increation Date	YYYY	MM	DD	Papart Number	20170112 \	4ATA A	D 1				
Inspection Date	2017	01	12	Report Number	20170112-WMATA-AD-1						
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	POWR Sub- Department INSTALL						
		Name		Email	Office Phone	5	N	Nobile Phone			
Rail Agency Department Contact Information											
Contact mormation											
Inspection Location	C10 – Nation	10 – National Airport – AC Electrical Room									
Inspection Summary											

Inspection Activity # 1 2 3 4 5 6 **Activity Code** TP-RM-OBS **Inspection Units** 1 2 **Inspection Subunits** 0 Defects (Number) **Recommended Finding** No Remedial Action Required¹ No **Recommended Reinspection** No

Activity Summaries

Inspection Activity #	1	Inspe	ection Sub	ject	demolit transfor	C10 – National Airport – 480V AC Electrical Room demolition of primary main breaker and transformer (one main feed of two total) by MC Dean (Electrical Contractor)				Activity Code		TF	5	RM	OBS
Job Briefing Employee Name/Title	N/A						mpanied ector?	Yes	Out Brief Conducted	Yes	Time		90- 30	Outside Shift	Yes
Related Reports						Relat	ed CAPS / F	indings							
Related Rules, SOPs,	Ref				Rule or S	OP		Standard		Other / T	itle		Check	list Refer	ence
Standards, or Other															
	Ma Tra		Yard	Statio	on C	DCC	RTA Facility	FTA Office	Treads Truce	At-grade	e Tu	nnel	Elev	ated	N/A
Inspection Location				х					Track Type						х
			Treat				Chain Man			From				То	
Line(s)	C-Lin	e	Track Numbe	er	N/A		Chain Mar and/or Sta					C10 – Room	0 – National Airport – AC om		
Webble -	Hea	ad Car	Number	١	Number c	of Cars	-		34.5kV – 480∖	AC SWGR F	Primary N	1ain Bre	aker an	d Transfo	rmer
Vehicles		N//	A		N/A		Equip	nent	Demolition		,				
Description	-			-			zards and work to be performed was			Number of Defects		s			0
Description	provi	ded by	MC Dean	(Electri	ical contr	actor) f	for their ow	n crew. The o	only WMATA	A Recommended Finding?				No	

sajjielent ana ejjeetivel			
Inspector in Charge - Signature	AMBUR I DALEY	DALEY	Date
Inspector in Charge – Name Ambur Daley	Inspection Team 77 Tino Sahoo	Date: 2017.02.07 08.42:09 -05'00'	



	personnel present was the Power Supervisor from K99 (West Falls Church) Yard.	Remedial Action Required?	No
	No issues or concerns were noted. MC Dean was there to demolish the primary main breaker and transformer from one of the two main utility feeds to the AC Electrical Room, in preparation to install new equipment. FWSO observed this work to ensure electrical contractors are following proper safety procedures, which includes adherence to demolition blueprints. The other utility feed's primary main breaker, transformer, secondary main breaker, and switchboard have already been replaced with the new Square D equipment. A temporary switchboard was used to feed the loads on the switchboard that is de- energized to allow for the installation of the new primary main breaker and transformer. The secondary main breaker and tie breaker (normally open) are already in place and ready for connection. These make up the 480V AC SWGR that will be energized by the utility feed once the primary main breaker and transformer are installed. The primary main breaker and transformer were hauled out of the AC Electrical Room with no problems and were going to be taken to a disposal facility by a rigging company that MC Dean had chosen. No issues or concerns were noted.	Recommended Reinspection?	No
Remedial Action	N/A		

United States Department of Transportation

Form FTA-IR-1

Federal Transit Administration

Agency/Department Inform	nation											
Increation Data	YYYY	MM		DD	Poport Number	20170112-WMATA-AD-2						
Inspection Date	2017	01		12	Report Number							
Rail Agency Name	Washington Authority	Metropolit	an Area T	Fransit	Rail Agency Department	POWR Sub- Departme			PMI			
		Name			Email	Office Phone	9	N	1obile Phone			
Rail Agency Department Contact Information												
Inspection Location	CTF – Carme	n Turner Fa	acility – N	1ain UPS Bat	ttery Room							
Inspection Summary												
				•	2			-	6			

Inspection Activity # 1 2 3 4 5 6 **Activity Code** TP-RM-OBS **Inspection Units** 1 4 **Inspection Subunits** Defects (Number) 0 **Recommended Finding** No Remedial Action Required¹ Yes **Recommended Reinspection** No

Activity Summaries

Inspection Activity #	1	Inspection	Subject	Preven	F – Main UPS Battery Room – Bi-Annual eventive Maintenance Inspection on Battery nks (Rectangle Lead-Selenium OPzS (BAE))				Activity Co	ode	ТР		RM	OBS
Job Briefing Employee Name/Title	WMA	TA Electrical TA Electricia TA Electricia	n #1	ervisor		ompanied ector?	Yes	Out Brief Conducted	Yes	Time	150 180	-	Outside Shift	No
Related Reports					Rela	ted CAPS / F	indings							
Related Rules, SOPs, Standards, or Other	Maint for Bi- Maint June 1 (Engin	TA Preventiv enance Insp Annual Batt enance; Effe ., 2012 eering has r Ily approve	ection ery ctive	Rule or S	SOP		Standard		Other / T	ïtle		Cheo	cklist Refer	ence
Inspection Location	Mair Trac	Yard	Stat	ion	000	RTA Facility	FTA Office	Track Type	At-grad	le Tunnel		Ele	evated	N/A
					х			index Type						х
Line(s)	N/A	Tra Nu	ick mber	N/A			Chain Marker and/or Station(s)		From CTF – Carmen Turner Facility			To CTF – Carmen Turner Facilit		acility

Inspector in Charge - Signature	AMBURIDALE	Digitally signed by AMBUR I DALEY DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FMCSAHQ, cn=AMBUR I DALEY Date: 2017.02.06 11:04:38 -05'00'	Date
Inspector in Charge – Name Ambur Daley	Inspection Team Tino Sahoo		

Vehicles		
Description		



	Aummisuauon	
	11) Electrolyte temperature of pilot cell.	
	12) Unintentional battery grounds on either polarity. Measure positive voltage to ground and negative voltage to ground. Any ground fault condition (more than 100 volts) of the positive or negative should be noted and reported to your Supervisor.	
	13) Broken flame arrestors or missing flame arrestor tops. Replace any found.	
	14) Using a flashlight, check Individual cells for the presence of crystals (sulfation). If lead sulfate crystals appear on all cells in a string, check the following as possible causes for the abnormal condition:	
	15) Charger voltage: the appearance of lead sulfite crystals may indicate a low battery plant float voltage. Check the battery float voltage setting and make proper adjustment.	
	16) Bank discharge: a battery discharge resulting from a power failure or other reasons may produce lead sulfite crystals on the cells. This is normal with all lead acid cells since sulfate is the material produced when a lead acid cell is discharged. If the cause of the lead sulfate crystals is a recent discharge, the crystals will disappear when the cells have been fully recharged on float (usually within two weeks).	
	17) Clean off all dust, dirt and debris from tops of cells, flame arrestors and racks with clean cotton rag dampened with clean distilled water.	
	18) Check for cracked or leaking cells in the battery bank. Clean spill with baking soda and distilled water solution, open FSR ticket and notify Battery Crew.	
	19) Take reading of AC Ripple mV rms. Place meter to AV voltage in auto range if available and record the AC ripple in milli-volts. This measurement should be within the acceptable level shown on the battery charger or UPS nameplate.	
	20) Take reading of DC current running through battery bank. Using an amp- meter, clamp around the wire jumpers in the middle of the battery bank. Record the DC current.	
	The crew followed procedures as stated in PMI, and no issues or concerns were noted.	
Remedial Action	WMATA engineering should officially approve the Preventative Maintenance Plan (PMI) for gel based Selenium OPzS).	batteries (BAE Rectangle Lead-



FIGURE 1 – CIRCUIT BREAKERS FOR BATTERY BANK OR STRING 1 AND 1A



FIGURE 2 – CIRCUIT BREAKERS FOR BATTERY BANK OR STRING 2 AND 2A

Form FTA-IR-1 Version date: 8/26/16



FIGURE 3 – 1 OF 4 BATTERY BANKS (144 BATTERIES PER BANK CONNECTED IN SERIES)



FIGURE 4 – 3 OF 4 BATTERY BANKS (144 BATTERIES PER BANK CONNECTED IN SERIES)



FIGURE 5 – CELLCORDER BEING USED TO TEST EACH INDIVIDUAL BATTERY'S VOLTAGE AND INTERNAL RESISTANCE



FIGURE 6 – CELLCORDER DEVICE



FIGURE 7 – UPS SCHEMA – UPS-1 AND UPS-2 CONNECTED IN PARALLEL





FIGURE 8 – UPS-1



FIGURE 9 – UPS-2



Form FTA-IR-1

United States Department of Transportation Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170112-WN		D 1			
inspection Date	2017	01	12	Report Number						
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	TRST	Sub- Dep	artment	ΤΚΙΝ		
		Name		Email	Office Phone	9	Mobile Phone			
Rail Agency Department Contact Information										
contact information										
Inspection Location	Between Ad	dison Road and	d Morgan Blvd (G Line, Tracks 1 & 2)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-JSB-OBS	TRK-WI-PI				
Inspection Units	1	2				
Inspection Subunits	0	1				
Defects (Number)	0	4				
Recommended Finding	No	Yes				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspec	ction Subj	ect	Job Safe	ety Brief	ing			Activity Co	de	TR	K	JSB	OBS		
Job Briefing Employee Name/Title	TRST	626				Accor Inspe	npanied ctor?	Yes	Out Brief Conducted	No	Time	100 130	-	Outside Shift	No		
Related Reports	N/A					Related CAPS / Findings N/A											
	Ref				Rule or S	SOP Standard			Other / Title			Che	cklist Refe	rence			
Related Rules, SOPs, Standards, or Other	RWPI	M															
Standards, or other	MSRF	MSRPH															
	Mai Trac		Yard	Stati	ion (DCC	RTA Facility	FTA Office	T	At-grade	e Tur	nnel	Ele	evated	N/A		
Inspection Location	х								Track Type	х	х			х			
Line(a)	G		Track		1 & 2		Chain Ma	rker		From				То			
Line(s)	G		Numbe	r	102		and/or Sta	ation(s)	476+00			550+0	·00				
	Hea	ad Car N	lumber		Number o	of Cars											
Vehicles	/ehicles N/A			N/A		Equip	ment	N/A									
Description	TRST	626 pro	ovided a co	ompre	ehensive j	ob safet	ty briefing.	The briefing	included the	ncluded the Number of Defects				0			

Inspector in Charge - Signature	HAD DAVID BROSKI Digitally signed by CHAD DAVID BROSKI DN: C=US, 0=U.S. Government, ou=FRA FRAChicagoIL, ou=DOT FRAChicagoIL, cn=CHAD DAVID BROSKI Date: 2017.01.13 15:36:15 -06'00'	Date
Inspector in Charge – Name	Inspection Team	
Chad Broski	Chad Broski	
_		



	work limits, the protection that would be used (Train Approach Warning), hazards	Recommended Finding?	No
	that would be encountered, and the required Personal Protective Equipment (PPE). TRST 626 also reviewed the Roadway Access Guide pertaining to our inspection	Remedial Action Required?	No
	limits. He then inspected the work group to ensure they had the necessary PPE and Roadway Worker Protection (RWP) training. He also required the work group to acknowledge understanding of the on-track safety procedures.	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspe	ction Subj	ect	Gener	al Track	Obse	rvation	IS		Activity Co	de	TR	КK	WI	PI
Job Briefing Employee Name/Title	TRST 6	526					ompa ector		Yes	Out Brief Conducted	No	Time	100 130		Outside Shift	No
Related Reports	N/A					Rela	ted C	APS / F	indings	N/A						
	Ref				Rule or	r SOP Standard			Other / Title C				Checklist Reference			
Related Rules, SOPs, Standards, or Other	RWPN	1							TRST 1000		Permane T-16-07,	nt Order Rev. 1	No.			
	MSRPH															
Inspection Location	Mair Tracl		Yard	Stat	ion	осс		RTA Icility	FTA Office	Track Type	At-grad	e Tu	nnel	Ele	vated	N/A
inspection Location	x									Hack Type	x		х		х	
Line(s)	G		Track		1&2		Cha	ain Mai	rker		From				То	
Line(3)	Ŭ		Numbe	er	102		and	d/or Sta	ation(s)	476+00			550+	00		
Vehicles	Head	d Car N	Number		Number	of Cars		Equip	mont	N/A						
Venicies		N/A	Ą		N/	A		Equip	inent	N/A						
			• •		0				ons between	chain markers	Number	of Defect	s			4
	(CIVI) 4	1/6+00) and 5504	-00 or	i main tr	acks G1	& G2	<u>.</u>			Recomm	Recommended Finding?				Yes
	Obser	vations	s:								Remedial Action Required?					Yes
Description		Pr cl A F' st re 1) F' 4!	rotection of lear for on All trains cc WSO note tructure at epair, and) for the sa WSO note 90+00. WSO note	with a -comi omplie d nun t CM (repain ame c d miss d plug	designa ng train: ed with P nerous g 62 476+(rs had al ondition sing 3 rd r	ted Wat ermane rout pac 00. Grou ready be ail cover g in the	tchma ent Or ds cra it pad egun r boar ROW	an/Loo rder No icked th Is had b on the rds at C / at CM	kout allowed . T-16-07, Re nroughout th been previou opposite tra- CM G1 548+0	e aerial sly marked for ck (main track 0 and G1	Recomm	ended Re	inspec	tion?		Yes
Remedial Action			FWSO noted plug rail lying in the ROW at CM G1 490+00, which can be an unsafe tripping hazard for an evacuation. Image: Comparison of the comp													



Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170112 \\\\	/ A T A \A	/D 1			
inspection Date	2017	01	12	Report Number	20170112-WMATA-WP-1					
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	Production					
		Name		Email	Office Phone		Mobile Phone			
Rail Agency Department										
Contact Information										
Inspection Location	A Line, Farragut North Station									

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	TRK-GEN-INS				
Inspection Units	1	0				
Inspection Subunits	5	0				
Defects (Number)	0	0				
Recommended Finding	No	No				
Remedial Action Required ¹	No	No				
Recommended Reinspection	No	No				

Activity Summaries

-														
Inspection Activity #	1	Inspection Su	bject	Roadw	ay Work	er Protectio	on – Job Safe	ty Briefing	Activity Co	de	TR	K	RWP	OBS
Job Briefing Employee Name/Title	TRST U	JNIT 6168, RW JNIT 6159, man/Lookout				mpanied ctor?	Yes	Out Brief Conducted	Yes	Time	093 133		Outside Shift	No
Related Reports					Relat	ed CAPS / I	indings							
	Ref			Rule or	SOP		Standard		Other / T	itle		Check	list Refer	ence
Related Rules, SOPs, Standards, or Other	RWPN	1												
Increation Location	Mair Tracl	Yard	Sta	tion	осс	RTA Facility	FTA Office	Treak Ture	At-grade	e Tur	nnel	Elev	ated	N/A
Inspection Location	х							Track Type			х			
Line(a)	Alina	Track		2		Chain Ma	rker		From				То	
Line(s)	A Line	Num	ber	2		and/or St	ation(s)	A-01			A-00			
Vahialaa	Head	d Car Number		Number	of Cars	- Fault		NI / A						
Vehicles		N/A		N/A Equipment				N/A						
									Number	s			0	
Description			•	•		y TRST Unit 6168 at Farragut North Station. TA requirements. It included WMATA level 1				Recommended Finding?				No
			phane		, in req	an emento.	it included v		Remedial Action Required?					No

Inspector in Charge - Signature WINSLOW L. POW	Digitally signed by WINSLOW L POWELL DN: c=US, g=US. Government, ou=DDT Headquarters, ou=FTAHQ, cn=WINSLOW L POWELL Dete: 2017.01.23 13:33:27-05'00'	Date
Inspector in Charge – Name	Inspection Team	
Winslow Powell	Alexander Nepa	



		ID check, the type of protection in place (Train Approach Warning, or TAW), and potential hazards and hot spots. No exceptions were taken with the briefing.	Recommended Reinspection?	No
Remed	ial Action	N/A		

Inspection Activity #	2 Ins	pection Subj	ect	Track O	General	Insp	ection			Activity Co	de	TF	RK	GEN	INS		
Job Briefing Employee Name/Title	TRST Unit	: 6168, RWIC : 6410, in/Lookout.			Acco Inspe		anied r?	Yes	Out Brief Conducted	Yes	Time	09 13		Outside Shift	No		
Related Reports					Rela	ted (CAPS / I	indings									
	Ref			Rule or SOP				Standard		Other / T	itle		Chec	klist Refer	ence		
Related Rules, SOPs, Standards, or Other	TRST 100	0															
	tion Main Track Yard Yard Station OCC RTA FTA FTA FTA FTA FTA FTA FTA FTA FTA F		At-grade	e Tu	nnel	Ele	vated	N/A									
Inspection Location	х								ттаск туре			Х					
Line (a)	A 1 in a	Track				Ch	ain Ma	rker		From	rom				То		
Line(s)	A Line	Numbe	r	2		an	d/or St	ation(s)	A-01			A-01					
Vehicles	Head Car Number Num			Number	of Cars		Faulta	mont	N/A								
venicies	N/A			N/	A	Equipment N/A											
	A																
		An independent inspection was scheduled of the A Line, track 2, from Farragut North Station to Metro Center. The FWSO inspector, WMATA personnel, and a 3 rd										Recommended Finding?					
	party con	tractor repre	senta	tive from	n Harsco	wei	re prese	nt. At 1000 h	nours, the	Remedial Action Required?					No		
Description	party contractor representative from Harsco were present. At 1000 hours, the Remedial Action Required? Roadway Worker in Charge (RWIC) contacted the Rail Operations Control Center (ROCC) to obtain track access. Due to single tracking and equipment failure on the A Line, access was denied until 1145 hours. A WMATA representative from Track Access Support Services (TASS) contacted the RWIC and informed him that the FWSO inspector was not listed on their work sheet, so he could not accompany the work group. Phone calls were made in an attempt to resolve the issue, and at 1245 hours the issue was resolved. At that time, the RWIC contacted ROCC to request permission to access the track, but permission was denied due to train traffic. At 1315 the inspection was called off due to insufficient time, and the inspection will be rescheduled.								No								
Remedial Action	N/A																



Inspection Form

Form FTA-IR-1

United States Department of Transportation Federal Transit Administration

Agency/Department Information

In a straight of the state	YYYY	MM	DD	Devent New Ison	20170110				
Inspection Date	2017	01	18	Report Number	20170118-0	20170118-WMATA-AD-1			
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	POWR	Sub- Dep	Sub- Department CBL. IN		
		Name		Email	Office Ph	ione	Ν	Iobile Phone	
Rail Agency Department									
Contact Information									
Inspection Location									
Inspection Summary									
Inspection Activity #	1		2	3	4		5	6	
Activity Code	TP-WI-	OBS							
Inspection Units									
inspection office	1								
Inspection Subunits	1								
Inspection Subunits									
Inspection Subunits Defects (Number)	19								
•	19 9	5							

Activity Summaries

•															
Inspection Activity #	1 I	nspection Subj	ect	Walking	g Observa	tion			Activity Co	de	T	>	WI	OBS	
Job Briefing Employee Name/Title		A RWIC A Watchman/Lo A Documenter	ookout	t	Accom Inspect	-	Yes	Out Brief Conducted	Yes	Time	100 140	-	Outside Shift	No	
Related Reports			Related CAPS / Findings												
Related Rules, SOPs,	Ref			Rule or S	OP		Standard		Other / T	itle		Check	list Refer	ence	
Standards, or Other	RWPM														
luce estimate antice	Main Track	Yard	Stati	ion C	DCC	RTA Facility	FTA Office	Treads Truce	At-grad	ade Tunnel		Elev	ated	N/A	
Inspection Location	х							Track Type			х				
	D-Line	Track		TRK 1 8	2.	Chain Mai	draw		From				То		
Line(s)	A-Line	Numbe	er	TRK 1 C		and/or Sta		D03 – L'Enfan Metro Center					etro Center to D04 – Center SW Track 2		
	Head	Car Number	1	Number o	of Cars										
Vehicles		N/A		N/A	۱.	Equip	ment	N/A							
		Safety Briefing		•					Number	of Defect	s			9	
Description		ce areas, comm ussion. No exc		-				sed as part of	Recomm	ended Fir	iding?			Yes	
	the ulst	ussion. NO EXU	eption		in to the .	Job Salety	briefing.		Remedia	l Action R	equire	d?		Yes	

Inspector in Charge - Signature	AMBURIDALE	Digitally signed by AMBUR I DALEY DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FMCSAHQ, cn=AMBUR I DALEY Date: 2017.02.06 09:57:57 -05'00'	Date
Inspector in Charge – Name Ambur Daley	Inspection Team Tino Sahoo		

0

Federal Transit A	ummstration		
	 Daily cable inspections are part of the holistic approach WMATA has instituted to prevent cable fires and arcing incidents. On a typical day there are three different WMATA cable inspection crews that are active, and they include three personnel—the Roadway Worker in Charge (RWIC), the Watchman/Lookout, and a documenter of issues in wayside power cable and/or connections. Each crew inspects a different portion of the mainline from 1000–1400 hours. The pictures taken and issues noted are entered into a database that creates Maximo work orders. As outlined below, the following issues with the power cables were noted by the FWSO inspector and WMATA personnel during the course of the normal daily cable inspection process. TRK 1 CM 045+00 – 3rd fail cover board needs to be replaced (Figure 1) TRK 1 CM 042+00 – Debris by feeder cables (Figure 2) TRK 1 D0 – Smithsonian Platform – Expansion cables on deck, debris surrounding expansion cables, cables are degraded and should be replaced (Figure 3) TRK 1 CM 026+00 – Trash surrounding feeder cables (Figure 4) TRK 1 CM 026+00 – Trash surrounding feeder cables (Figure 4) TRK 1 CM 026+00 – Trash surrounding jumper cables that are replacing normal feeder cables due to a tie breaker rehab. Trash by 3rd rail end approach (Figure 5) TRK 1 CM 022+00 – 3rd rail post insulator needs replacement (Figure 8) TRK 1 CM 020+00 – Water intrusion in tunnel and leaking on 3rd Rail (Figure 7) TRK 1 CM 002+00 – Debris surrounding feeder cables; feeder cable orange boot in contact with metal tunnel structure (Figure 9) TRK 2 CM 024+50 – Jrd rail post insulator needs replace. (Figure 12) TRK 2 CM 024+50 – Uater intrusion in tunnel (Figure 11) TRK 2 CM 024+50 – Debris surrounding feeder cables (Figure 12) TRK 2 CM 024+50 – Debris surrounding feeder cables (Figure 15) TRK 2 CM 024+50 – Debris surrounding feeder cables (Figure 15) TRK 2 C	Recommended Reinspection?	Yes
Remedial Action	 At D02, TRK 1, Smithsonian Platform, the degraded cables must be replaced and At CM 024+00, TRK 1, the corroded 3rd rail end approach must be replaced. At CM 022+00, TRK 1, WMATA must fix the tunnel leak that is causing water to least At CM 008+00, TRK 1, the 3rd rail post insulator must be replaced. At CM 005+00, TRK 1, WMATA must repair the leak causing water to intrude ont At CM 005+00, TRK 1, WMATA must repair the leak causing water to intrude ont At CM 020+50, TRK 2, WMATA must repair the leak causing water to intrude into At CM 025+00, TRK 2, the 3rd rail end approach must be replaced. At D02, TRK 2, Smithsonian Platform, expansion cables must be elevated. At CM 045+00, TRK 2, the 3rd rail end approach must be replaced. 	eak onto the 3 rd Rail. to safety catwalk.	



Photos:



FIGURE 1 - TRK 1 CM 045+00 – 3RD RAIL COVERBOARD NEEDS TO BE REPLACED



FIGURE 2 – TRK 1 CM 042+00 DEBRIS BY FEEDER CABLES



FIGURE 3 - TRK 1 D02 – SMITHSONIAN PLATFORM – EXPANSION CABLES ON DECK, DEBRIS SURROUNDING EXPANSION CABLES, CABLES ARE DEGRADED AND SHOULD BE REPLACED

Form FTA-IR-1



FIGURE 4 - TRK 1 CM 026+00 - TRASH SURROUNDING FEEDER CABLES



FIGURE 5 - TRK 1 CM 025+00 – TRASH SURROUNDING JUMPER CABLES THAT ARE REPLACING NORMAL FEEDER CABLES DUE TO A TIE BREAKER REHAB. TRASH BY 3RD RAIL END APPROACH



FIGURE 6 - TRK 1 CM 024+00 – 3RD RAIL COVERBOARD MISSING AND TRASH BY 3RD RAIL END APPROACH. 3RD RAIL END APPROACH CORRODED AND NEEDS TO BE REPLACED





FIGURE 7 -TRK 1 CM 022+00 – WATER INTRUSION IN TUNNEL AND LEAKING ON 3RD RAIL



FIGURE 8 - TRK 1 CM 008+00 – 3RD RAIL POST INSULATOR NEEDS REPLACEMENT



FIGURE 9 - TRK 1 CM 007+00 – DEBRIS SURROUNDING FEEDER CABLES; FEEDER CABLE ORANGE BOOT IN CONTACT WITH METAL TUNNEL STRUCTURE



FIGURE 10 - TRK 1 CM 005+00 - WATER INTRUSION IN TUNNEL LEAKING ON SAFETY CATWALK

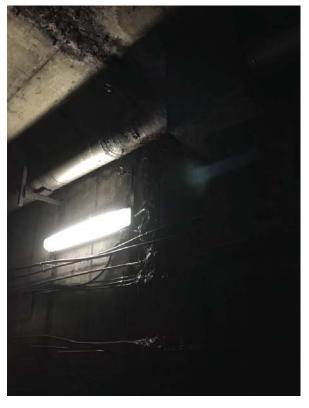


FIGURE 11 - TRK 2 CM 020+50 - WATER INTRUSION IN TUNNEL



FIGURE 12 - TRK 2 CM 024+00 – DEBRIS SURROUNDING FEEDER CABLES



FIGURE 13 - TRK 2 CM 025+00 – DEBRIS SURROUNDING FEEDER CABLES.



FIGURE 14 - TRK 2 CM 025+00 - 3RD RAIL END APPROACH SHOULD BE REPLACED.



FIGURE 15 - TRK 2 CM 043+00 – DEBRIS SURROUNDING FEEDER CABLES



FIGURE 16 - TRK 2 CM 045+00 – 3RD RAIL END APPROACH NEEDS REPLACEMENT



FIGURE 17 - TRK 2 CM 054+00 – TRASH AND WATER IN TUNNEL AREA BY 3^{RD} RAIL



FIGURE 18 - TRK 2 CM 067+00 - WATER INTRUSION IN TUNNEL, LEAKING FROM CEILING



FIGURE 19 - TRK 2 CM 068+00 – TRASH IN DRAIN NEEDS TO BE CLEANED OUT AND 3RD RAIL COVERBOARD MISSING



Form FTA-IR-1

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170118 \//		D 1			
inspection Date	2017	01	18	Report Number 20170118-WMATA-CB-1			D-T			
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	TRST	TKIN				
	I	Name		Email	Office Phone	5	Mobile Phone			
Rail Agency Department										
Contact Information										
Inspection Location	Yellow/Blue I	Yellow/Blue Line at National Airport								

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-JSB-OBS	TRK-WI-PI				
Inspection Units	1	2				
Inspection Subunits	0	1				
Defects (Number)	0	2				
Recommended Finding	No	No				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

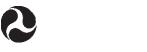
Inspection Activity #	1	Inspect	tion Subj	ect	Job Safety Briefing					Activity Co	de	TR	К	JSB	OBS
Job Briefing Employee Name/Title	TRST 6	526					mpanied ector?	Yes	Out Brief Conducted	No	Time	100 120	-	Outside Shift	No
Related Reports	N/A	/Α					Related CAPS / Findings No								
	Ref							Standard		Other / T	itle		Che	cklist Refer	ence
Related Rules, SOPs, Standards, or Other	RWPN	1													
Standards, or other	MSRP	н													
	Mair Tracl		Yard	Stati	ion (DCC	RTA Facility	FTA Office	T	At-grade	e Tur	nnel	Ele	evated	N/A
Inspection Location	х								Track Type					x	
line(a)	6		Track		1 & 2		Chain Ma	rker		From				То	
Line(s)	С		Numbe	r	102		and/or Sta	ation(s)	369+00			385+	00		
	Head	d Car Nu	umber		Number	of Cars									
Vehicles		N/A			N/A	\	Equip	ment	N/A						
Description	TRST 6	526 prov	vided a co	ompre	hensive j	ob safe	ty briefing.	The briefing	included the	Number	of Defect	s			0

Inspector in Charge - Signature	HAD DAVID BROSKI	Digitally signed by CHAD DAVID BROSKI DN: c=US, o=U.S. Government, ou=FRA FRAChicagolL, ou=DOT FRAChicagolL, c=CHAD DAVID BROSKI Date: 2017.01.24 09:27:25 -06'00'	Date
Inspector in Charge – Name Chad Broski	Inspection Team Chad Broski		



	work limits, the protection that would be used (Train Approach Warning with an	Recommended Finding?	No
	Advanced Watchman/Lookout), hazards that would be encountered, and the required Personal Protective Equipment (PPE). TRST 626 also reviewed the	Remedial Action Required?	No
	Roadway Access Guide pertaining to the inspection limits. He then inspected the work group to ensure they had the necessary PPE and Roadway Worker Protection (RWP) training. He also required the work group to acknowledge understanding of the on-track safety procedures.	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspectio	n Subjec	R	emedia	dial Action Verification Activity Code TRK W							WI	PI	
Job Briefing Employee Name/Title	TRST 6	26					mpanied ector?	Yes	Out Brief Conducted	No	Time	100 12		Outside Shift	No
Related Reports	20160	709-WMA 716-WMA 020-WMA	TA-RPM-			Relat	ed CAPS / F	indings							
	Ref			Ru	le or S	ОР		Standard		Other / T	itle		Chec	klist Refe	rence
Related Rules, SOPs, Standards, or Other	RWPM	1						TRST 1000		Permane T-16-07,		No.			
	MSRPH	1													
Inspection Location	Main Track	Va	rd S	tation	C	осс	RTA Facility	FTA Office	Track Type	At-grad	e Tu	nnel	Ele	vated	N/A
Inspection Location	х								Пасктуре					х	
Line(s)	с	Т	rack		1 & 2		Chain Ma	rker		From				То	
Line(3)		P	lumber		102		and/or Sta	ation(s)	369+00			385+	00		
Vehicles	Head	d Car Num N/A	r Number of Cars I/A N/A Equipment N/A												
	The FV	VSO inspe	ctor perf	ormed	l a rem	edial a	ction verific	ation betwee	en chain	Number	of Defect	S			2
	marke	rs (CM) 36	69+00 and	385+	-00 on	main tr	acks C1 & C	2.		Recomm	ended Fi	nding?			No
	Observ	vations:								Remedia	l Action F	Require	d?		Yes
Description	 The on-track safety complied with the RWPM. Train Approach Warning Protection with two Advanced Watchmen/Lookouts allowed ample time to clear for on-coming trains. All trains complied with Permanent Order No. T-16-07, Rev. 1. All remaining FWSO remedial actions (ID #'s 836, 862, & 997) on the aerial structure between CM 369+00 and CM 385+00 for both main tracks have not been repaired and/or replaced. FWSO noted, in general, that there are numerous grout pads cracking, crumbling, and/or failing that were not previously remained during the 											Yes			
Remedial Action	•	WMA 385+	ATA must 00 on bo	repair :h mai	[.] the fa n track	iling gr :s.	out pads an	d direct fixat	ion fasteners o CM C1 375+00,						nd CM



Form FTA-IR-1

United States Department of Transportation Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170118-WN	/ A T A \A	/D 1				
Inspection Date	2017	01	18	Report Number	20170110-0010	/1A1A-W	/P-1				
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	TRST Sub- Department Production						
		Name		Email	Office Phone		Ν	Nobile Phone			
Rail Agency Department											
Contact Information											
Inspection Location	A Line, track	track 2, between Medical Center and Bethesda.									

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	TRK-GEN-INS				
Inspection Units	1	1				
Inspection Subunits	6	6				
Defects (Number)	0	1				
Recommended Finding	No	Yes				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Increation Activity #	1	nonaction Cub	la at	Deadura		or Drotocti	n Joh Cofo	ty Driafing		da	тр	K		OBS
Inspection Activity #	1	nspection Sub	ject	Roadway Worker Protection – Job Safety Briefing					Activity Co	ae	TR	ĸ	RWP	OBS
Job Briefing Employee Name/Title		4, RWIC 72, Watchmar	, RWIC 2, Watchman/Lookout			npanied ctor?	Yes	Out Brief Conducted	Yes	Time	103 133		Outside Shift	No
Related Reports					Relate	ed CAPS / F	indings							
	Ref			Rule or S	OP		Standard		Other / T	ïtle		Check	list Refer	ence
Related Rules, SOPs, Standards, or Other	RWPM			P.O. T-16	-07									
Standards, or Other														
	Main Track	Yard	Stat	Station OC		RTA Facility	FTA Office		At-grade Tu		nnel	Elev	ated	N/A
Inspection Location	х							Track Type			х			
Line(s)	A Line	Track		2		Chain Ma	rker		From				То	
Line(s)	A LINE	Numb	er	2		and/or Sta	ation(s)	A-08			A-10			
	Head	Car Number		Number of Cars										
Vehicles		N/A		N/A Equipment N/A										
		safety briefing		•					Number	of Defect	s			0
Description		efing was thoro d WMATA leve	•		•		•		Recomm	ended Fir	nding?			No
	include			check, the	type of	protection			Remedial Action Required?					No

Inspector in Charge - Signature		Date
WINSLOW L. POWELL	Digitally signed by WINSLOW L POWELL DN: eLiS, or USG Government, our-OTT Hoadquarters, our-FTAHQ, cn=WINSLOW L POWELL Date: 2017.01.26 10:59:02 - 67:00	
Inspector in Charge – Name	Inspection Team	
Winslow Powell	Alexander Nepa	



	Warning, or TAW), and potential hazards and hot spots. No exceptions were taken with the job safety briefing.		
	The Watchman/Lookout TRST 6072 did an exceptional job in the performance of his duties. His advance position ahead of the work group and use of the air horn provided the required 15 second clearance every time a train approached.	Recommended Reinspection?	No
Remedial Action	N/A		

Job Briefing Employee Name/Title TRST 664, RWIC TRST 6072 Watchman/Lookout Recompanied Inspector Yes Out Brief Coducted Yes Time 1000 1330 Outside Shift No Related Reports V Relate CAPOrts Relate CAPOrts Vers Time 1000 Outside Shift No Related Reports TRST 664, RWIC Rule or SU Relate CAPOrts Other / Time Companied No Related Reports TRST 604, RWIC Rule or SU Statum Statum Statum Companied Other / Time Companied Statum	nspection Activity #	2 In	spection Sub	ject Tr	ack Genera	I Inspection			Activity Co	tivity Code TRK			GEN	INS	
Related Rules, SOPs, Standards, or Other Ref Rule or SOP Standard Other / Title Checklist Reference Inspection Location Main Track Yard Station OCC RTA Facility FTA Office Track Type At-grade Tunnel Elevated N/A Line(s) A Line Track Number Number of Cars Chain Marker and/or Station(s) Track Type At-grade Tunnel Elevated N/A Vehicles Head Car Number Number of Cars Equipment N/A N/A N/A N/A N/A N/A N/A N/A Image: Contractors from Marcs owere present for the inspection. The FWSO inspector performed the assessment using WANTA TRST 1000, dated January 1, 2015, non-distributed version of the TRST 11000, Ale January 1, 2015, non-distributed version of the TRST 11000, Ale January 1, 2015, non-distributed version of the TRST 11000, Ale January 1, 2015, non-distributed version drived banary 1, 2015, non-distributed version drived training as designed. (TRST 1000, 3,2,2,2) Number of the TST 1000, Ale January 1, 2015, non-distributed version and 42x+00 and 42x+00 and between CM 440+00 and CM 448+00, Standing water was not driving as designed. (TRST 1000, 3,2,2,2) Recommended Reinspection? Yes Description A K1121 hours a train entering Medical Center Station did not maintain t	Imployee		·	n/Lookout		•	Yes		Yes	Time	-			No	
Related Rules, SOPs, Standards, or Other TRST 1000 Image: Track Type At:grade Tunnel Elevated N/A Inspection Location Track Type At:grade Tunnel Elevated N/A Une(s) A Line Track Number 2 Chain Marker and/or Station(s) Track Type At:grade Tunnel Elevated N/A Vehicles Head Car Number Number of Cars N/A Rumber of Cars N/A A:10 A:10 Vehicles N/A N/A Equipment N/A A:10 Image: Control of the A Line, track 2, from Medical Center Station to Bethesda Station was conducted. The FWSO inspector, WMATA personnel, and 3" party contractors from Harsco inspectors performed their assessment using a newly revised, nor-distributed version of the TMST 1000, As a result, the two reports may have inconsistent findings. The following concerns were observed: Number of Defects 1 Obscription At (19+00, there is maintenance debris on the catwalk, which presents a tripping haard. (TRST 1000, 10.17.4.1) Recommended Finding? Yes Recommended Reinspection? Yes At 121 bhours at CM 143P+00, and WA2P+00 and 420+00 and CM 443P+00, and MA2P+00, and MA2P+00, and MA2P+00, and MA2P+00, and MA2P+00, and CM 443P+00, there is maintenance debris on the catwalk, which presents a tripping haard. (TRST 1000, 1	Related Reports			Related CAPS / Findings											
Standards, or Other INST 1000 Inspection Location Main Track Yard Station OCC RTA Facility FTA Office Track Type At-grade Tunnel Elevated N/A Line(s) A Line Track 2 Chain Marker and/or Station(s) Track Type At-grade Tunnel Elevated N/A Vehicles Head Car Number Number of Cars A.08 A.10 A.10 Vehicles N/A N/A Equipment N/A A.10 Image: Contractors from Harsco were present for the inspection. The FWSO inspector N/A N/A Image: Contractors from Harsco were present for the inspection. The FWSO inspector N/A Number of Defects 1 Recommended Finding? Yes Yes Remedial Action Required? Yes Description A t102 hadded and dirty lenses. (TRST 1000, 10.17.4.1) 100.13.4 aresult, the two reports may have inconsistent findings. The following concerns were observed: Number of Defects 1 • The lighting in the tunnel between Medical Center and Bethesda on track 2 is poor due to burnt out bulks and dirty lenses. (TRST 1000, 10.17.4.1) Remedial Action Required? Yes • Not M13P+000, there is amintenance debris on the catvalik		Ref		Ru	e or SOP		Standard		Other / T	itle		Check	list Refer	rence	
Inspection Location Track Yard Station OCC Facility Office Track Type At-grade Tunnel Elevated N/A Line(s) A Line Track Vander 2 Chain Marker and/or Station(s) From Image: Construction of the A Line, track 2, from Medical Center Station (s) A-08 A-10 Vehicles Head Car Number N/A Equipment N/A N/A An inspection of the A Line, track 2, from Medical Center Station to Bethesda Station was conducted. The FWSD inspector, WMATA Personnel, and 3 rd party contractors from Harso were present for the inspector. The FWSD inspector, MWATA Personnel, and 3 rd party contractors from Harso were present for the inspector. The FWSD inspector, MMATA Personnel, and 3 rd party contractors from Harso were present for the inspector. The FWSD inspector, MMATA Personnel, and 3 rd party contractors from Harso were present of the inspector. The FWSD inspector, performed the assessment using a newly revised. Number of Defects 1 • The lighting in the tunnel between Medical Center and Bethesda on track 2 is poor due to burn out bulks and dirty lenses. (TRST 1000, 10.15) • Number of Defects 1 • The lighting in the tunnel between Medical Center and Bethesda on track 2 is poor due to burn out bulks and dirty lenses. (TRST 1000, 10.15) • Recommended Finding? Yes • At 419100, there is maintenance debris on the catwalk, which presents a tripping hazard. (TRST 1000, 10.17.4.1) • <t< td=""><td></td><td>TRST 100</td><td>00</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>		TRST 100	00												
x x x x x Line(s) A Line Track Number 2 Chain Marker and/or Station(s) From To Vehicles Head Car Number Number of Cars Equipment N/A A-10 Vehicles Main ispection of the A Line, track 2, from Medical Center Station to Bethesda Station was conducted. The FWSD inspector, VMATA personnel, and 3 rd party performed the assessment using WMATA TRST 1000, dated January 1, 2015, Revision 6. Harsco inspectors performed their assessment using a newly revised, non-distributed version of the TST 1000. As a result, the two reports may have inconsistent findings. The following concerns were observed: Number of Defects 1 Obscription The lighting in the turnel between Medical Center and Bethesda on track 2 is poor due to burnt out bulbs and dirty lenses. (TRST 1000, 3.2.2.2) Number was not draining as designed. (TRST 1000, 3.2.2.2) Number was not draining as designed. (TRST 1000, 3.2.2.2) Recommended Finding? Yes Performed the required 10 MPH while passing the work group. A lead car number was not obtained. The RWIC reported this incident to ROCC. A t 1121 hours a train entering Medical Center sation did not maintain the required 10 MPH while passing the work group. A lead car number was not obtained. The RWIC reported this incident to ROCC. Recommended Reinspection? Yes Note: Harsco inspectors identified yellow condition fastener defects at CM 439450, 427-00, and 405+90 that were less than the minimum 90 inches as required in Yes			Yard	Station	OCC			Treak Tures	At-grad	e Tu	innel	Elev	ated	N/A	
Line(s) A Line Number 2 Instance A-08 A-10 Vehicles Head Car Number Number of Cars Equipment N/A N/A N/A An inspection of the A Line, track 2, from Medical Center Station to Bethesda Station was conducted. The FWSO inspector, WMATA personnel, and 3 ^{ed} party contractors from Harsco were present for the inspection. The FWSO inspector performed the assessment using WMATA TRST 1000, dated January 1, 2015, Revision 6. Harsco inspectors performed their assessment using a neWy revised, non-distributed version of the TRST 1000. As a result, the two reports may have inconsistent findings. The following concerns were observed: Number of Defects 1 The lighting in the tunnel between Medical Center and Bethesda 0, 10.15) The lighting in the tunnel between Medical Center and Bethesda on track 2 is poor due to burnt out bulbs and dirty lenses. (TRST 1000, 10.15) Recommended Finding? Yes Description At CM 419+00, there is maintenance debris on the catwalk, which presents a tripping hazard. (TRST 1000, 10.17.4.1) Recommended Reinspection? Yes At 112 hours at Chain entering Medical Center Station did not maintain the required 10 MPH while passing the work group. A lead car number was not obtained. The RWIC reported this incident to ROCC. At 1210 hours at CM 418+00, a WMATA money train did not maintain the required 10 MPH speed while passing the work group. A lead Car number was not obtained. The RWIC reported this incident to ROCC. Note: Harsco inspectors identified yellow con	nspection Location	Х						Тгаск Туре			х				
Vehicles N/A N/A Equipment N/A An inspection of the A Line, track 2, from Medical Center Station to Bethesda Station was conducted. The FWSO inspector, WMATA personnel, and 3 rd party contractors from Harsco were present for the inspection. The FWSO inspector performed the assessment using WMATA TRST 1000, dated January 1, 2015, Revision 6. Harsco largectors performed their assessment using a newly revised, non-distributed version of the TRST 1000. As a result, the two reports way have inconsistent findings. The following concerns were observed: Number of Defects 1 • The lighting in the tunnel between Medical Center and Bethesda on track 2 is poor due to burnt out bulbs and dirty lenses. (TRST 1000, 10.15) Recommended Finding? Yes • The lighting in the tunnel between Medical Center and Bethesda on track 2 is poor due to burnt out bulbs and dirty lenses. (TRST 1000, 10.15) Recommended Reinspection? Yes • At (TM 419+00, there is maintenance debris on the catwalk, which presents a tripping hazard. (TRST 1000, 10.17.4.1) Recommended Reinspection? Yes • At 1112 hours a train entering Medical Center Station did not maintain the required 10 MPH while passing the work group. A lead car number was not obtained. The RWIC reported this incident to ROCC. Recommended Reinspection? Yes • Note: Harsco inspectors identified yellow condition fastener defects at CM 439+50, 427+00, and 405+90 that were less than the minimum 90 inches as required in Number of De	.ine(s)	A Line		er 2				A-08	From		A-10	-	То		
N/A N		Head C	ar Number	Nur	nber of Car										
Station was conducted. The FWSO inspector, WMATA personnel, and 3 rd party contractors from Harsco were present for the inspection. The FWSO inspector performed the assessment using MMATA TRST 1000, dated January 1, 2015, Revision 6. Harsco inspectors performed their assessment using a newly revised, non-distributed version of the TRST 1000. As a result, the two reports may have inconsistent findings. The following concerns were observed: Recommended Finding? Yes • The lighting in the tunnel between Medical Center and Bethesda on track 2 is poor due to burnt out bulbs and dirty lenses. (<i>TRST 1000</i> , 10.15) Retween CM 422+00 and 420+00 and between CM 440+00 and CM 448+00, standing water was not draining as designed. (<i>TRST 1000</i> , 3.2.2.2) Retween CM 422+00 and 420+00 and between CM 440+00 and CM 448+00, standing water was not draining as designed. (<i>TRST 1000</i> , 3.2.2.2) Recommended Reinspection? Yes • At 1112 hours a train entering Medical Center Station did not maintain the required 10 MPH while passing the work group. A lead car number was not obtained. The RWIC reported this incident to ROCC. Yes Note: Harsco inspectors identified yellow condition fastener defects at CM 439+50, 427+00, and 405+90 that were less than the minimum 90 inches as required in Net: Harsco inspectors identified yellow condition fastener defects at CM 439+50,	/ehicles		N/A		N/A	Equip	ment	N/A							
	Description	performe Revision non-distri inconsist • • • • • • • • • • • • • • • • • • •	ed the assess 6. Harsco ins ibuted versic ent findings. The lightin track 2 is p 10.15) Between C 448+00, st 3.2.2.2) At CM 419 presents a At 1112 hoc the require was not ob At 1210 hoc the require number w rsco inspecto and 405+90 f	ment using pectors per- on of the T The follow g in the tu boor due to CM 422+00 anding wa +00, there tripping h bours a train ed 10 MPH ours at CM ed 10 MPH as not obtained. The point of the the term of te	g WMATA ⁻ erformed th RST 1000. <i>J</i> ving concer nnel betwee b burnt out and 420+(ter was no is mainter azard. (<i>TRS</i> e entering N I while pass e RWIC rep 418+00, a I speed wh ained. The ed yellow c ess than th	rRST 1000, da beir assessme As a result, th ns were obse ten Medical C bulbs and dir 00 and betwe t draining as of ance debris of <i>T 1000, 10.12</i> <i>M</i> edical Cente cing the work borted this in WMATA mor le passing the RWIC reporte ondition fast e minimum S	ted January nt using a ne e two report rved: enter and Be ty lenses. (<i>Tr</i> en CM 440+(designed. (<i>TF</i> on the catwa <i>7.4.1</i>) er Station did group. A lea cident to RO ey train did e work group d this incide ener defects 10 inches as r	1, 2015, wly revised, is may have ethesda on <i>RST 1000,</i> 20 and CM <i>RST 1000,</i> 20 and CM	Remedia		Yes				



Federal Transit Administration

Agency/Department Information

Increation Data	YYYY	MM	DD	Report Number	20170119 \\/\	/ A T A \A	/D ว			
Inspection Date	2017	01	18	Report Number	20170118-WMATA-WP-2					
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	TRST	Sub- Dep	artment			
		Name		Email	Office Phone	9	Ν	Nobile Phone		
Rail Agency Department										
Contact Information										
Inspection Location	D Line		·							

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	TRK-WI-OBS	TRK-WI-PI	TRK-WI-QAI		
Inspection Units	1	1	1	1		
Inspection Subunits	1	1	2	1		
Defects (Number)	0	1	2	0		
Recommended Finding	No	No	No	No		
Remedial Action Required ¹	No	Yes	Yes	No		
Recommended Reinspection	No	No	No	No		

Activity Summaries

Inspection Activity #	1	Inspection Su	bject	Roadwa	iy Work	ker Protecti	on		Activity Co	de	TR	К	RWP	OBS	
Job Briefing Employee Name/Title	-	2 RWIC 01 Watchmai	nman/Lookout			mpanied ector?	yes	Out Brief Conducted	No	Time	1000 150		Outside Shift	No	
Related Reports					Relat	ted CAPS /	Findings								
	Ref Rule or S				OP		Standard		Other / T	itle		Chec	klist Refer	ence	
Related Rules, SOPs, Standards, or Other	RWPM														
	Main Track	Yard	Sta	tion C	DCC	RTA Facility	FTA Office	T	At-grade	e Tui	nnel	Elev	vated	N/A	
Inspection Location	х							Track Type			х				
Line(a)	D	Trac	c	1		Chain Ma	rker		From				То		
Line(s)	D	Num	ber	1		and/or St	ation(s)	040+00			040+2	l0+20			
	Head	l Car Number		Number of Cars											
Vehicles		N/A		N/A		Equip	ment	N/A							
Description		adway Worke		0 1	,			, ,	Number	of Defect	s			0	
Description	He ide	ntified the Wa	itchmai	n/Lookout	and th	e type of w	arning that w	ould be	Recomm	ended Fir	nding?			No	

¹ The rail transit agency must provide FTA with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial Action. Closeout of Remedial Actions may also be subject to ongoing FTA verification inspections to ensure corrections are sufficient and effective.

Inspector in Charge – Signature		Date
WINSLOW L. POWE	Digitally signed by WINSLOW L POWELL DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=WINSLOW L POWELL Date: 2017.01.27 16:20:39 -05'00'	
Inspector in Charge – Name	Inspection Team	
Winslow Powell	Kevin McDonald	

Form FTA-IR-1 Version date: 8/26/16



	provided (air horn). The roadway worker protection (RWP) in place was train	Remedial Action Required?	No
	approach warning (TAW). After authority was granted from the Rail Operation Control Center (ROCC), the Watchman/Lookout used individual train detection (IDT) to enter the track zone and establish TAW. The Watchman/Lookout did an exemplary job of providing effective warning. Extra trains were running with headways as little as :45.	Recommended Re-inspection?	No
	Even though RWP was established within WMATA regulations, the use of ITD to establish a work zone in transit conditions is not up to current industry best practices for RWP. The use of Foul Time to establish work zones should be encouraged.		
Remedial Action	N/A		

Inspection Activity #	2	Inspec	ction Subj	ject	Track	k Walking	g Observatio	n		Activity Co	ode	TR	K	WI	OBS
Job Briefing Employee Name/Title		642 RWI 6101 Wa	IC atchman/I	Looko	ut		Accompanied Inspector?		Out Brief Conducted	No	Time	10:00 15:0		Outside Shift	No
Related Reports						Rel	ated CAPS /	Findings							
	Ref Rul					or SOP		Standard		Other / T	ïtle		Chee	cklist Refe	rence
Related Rules, SOPs, Standards, or Other	MSRF	РΗ			4.227	(d)									
Standards, or Other															
	Mai Trac		Yard	Stat	ion	000	RTA Facility	FTA Office		At-grad	e Tu	nnel	Ele	evated	N/A
Inspection Location	x								Track Type			х			
Line(s)	D		Track		1		Chain Ma	rker		From				То	
Line(3)			Numbe	er			and/or St	ation(s)	040+00			040+2	20		
Vahialaa	Hea	ad Car N	lumber		Numbe	er of Car			N1/A						
Vehicles		N/A	L L		1	N/A	Equip	oment	N/A						
										Number	of Defect	s			1
								use a cell pho foul of track		Recomm	ended Fir	nding?			No
Description									ell phone while	Remedia	l Action R	Require	d?		Yes
	engaged in other maintenance activities in the field that require your full attention to maintain safety (inspecting track, using power equipment, etc.)."Recommended Re-inspection?No									No					
Remedial Action		WMATA should ensure supervisory controls are in place to observe policy infractions and consider appropriate corrective actions for such violators.													

Inspection Activity #	3 In	spection Sub	ject	Track	Walk – P	hysi	cal Inspe	ection		Activity Co	de	TR	K	WI	PI
Job Briefing Employee Name/Title	TRK 642 TRK 610	RWIC L Watchman/	Looko	out	Accor Inspe		nied r?	Yes	Out Brief Conducted	No	Time	1000 150		Outside Shift	No
Related Reports					Relat	ted (CAPS / F	indings							
	Ref			Rule or	SOP			Standard		Other / T	itle		Che	cklist Refer	ence
Related Rules, SOPs, Standards, or Other	TRST 100	00													
Standards, or other															
	Main Track	Yard	Stat	tion	осс		RTA acility	FTA Office	Tool Too	At-grade	e Tu	Tunnel		evated	N/A
Inspection Location	х								Track Type			Х			
Line(c)	D	Track		1		Ch	ain Mai	ker		From	From			То	
Line(s)	U	Numbe	er	1		an	d/or Sta	ation(s)	040+00		040+20				
	Head C	ar Number		Number	of Cars										
Vehicles		N/A		N/	'A		Equip	nent	N/A						

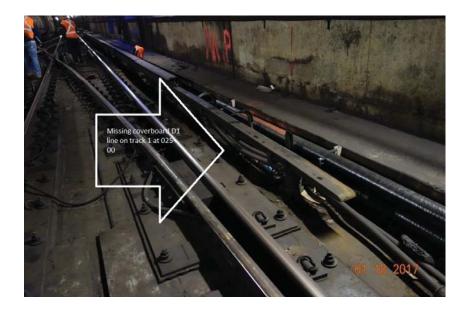


	The FWSO inspector observed a missing 3 rd rail cover board on track 1 at chain	Number of Defects	2							
	marker 025+00.	Recommended Finding?	No							
Description	The FWSO inspector also observed improper and inadequate drainage at chain	Remedial Action Required?	Yes							
	marker 021+50. Even though these sections apply to ballasted track, excess water in a direct fixation setting can cause surface porosity and corrosive action on the rail base.	Recommended Re-inspection?	No							
Remedial Action	 Per TRST 1000 sections 13.25 and 13.3.14, WMATA must replace missing 3rd rail cover board at chain marker 025+00. Per TRST 1000 sections 8.8.1, and 8.8.2, WMATA must repair leaking tunnel walls and/or provide adequate drainage at 021+50. 									

Inspection Activity #	4 li	nspection Sub	oject	Quali	ty Assess	sment of Co	ntract Inspec	tions	Activity Co	de	TRI	к	WI	QAI
Job Briefing Employee Name/Title	TRK 642 TRK 610	RWIC 1 Watchman,	/Looka	out		ompanied ector?	Yes	Out Brief Conducted	No	Time	1000 150		Outside Shift	No
Related Reports					Rela	ted CAPS /	Findings							·
Related Rules, SOPs,	Ref Rule c			Rule o	r SOP		Standard		Other / T	itle		Chec	klist Refer	ence
Standards, or Other	Main					RTA	FTA							
	Track	Yard	Stat	tion	OCC	Facility	Office	Table	At-grade Tunnel				vated	N/A
Inspection Location	х							Track Type	X					
Line(s)	D	Track		1		Chain Ma	rker	From				То		
Lille(s)	D	Numb	er	1		and/or St	ation(s)	040+00			040+2	20		
Male 1.1.	Head	Car Number		Numbe	er of Cars									
Vehicles		N/A		N	I/A	Equip	ment	N/A						
		SO inspector of			•		- ·		Number	of Defect	s			0
		pections. Cor			•				Recomm	ended Fi	nding?			No
		lepth, fastene	~ ~			0			Remedia	l Action F	Required	4?		No
Description		h and compre												
	version amende	SO inspector v of TRST 1000. d field version inspection is a	The F	WSO ins RST 1000	spector d) and coι	lid a cursory uld not disce	examination ern a noticeat	of the new ole difference.	/				No	
Remedial Action	N/A				1									









Form FTA-IR-1

Agency/Department Information

Federal Transit Administration

				1	r				
Inspection Date	YYYY MM DD			Report Number	20170119-WMATA-AMD-1				
Inspection Date	2017	01	19	Report Number	20170119-000	IAIA-A			
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	POWR	Sub- Department		PMI	
		Name		Email	Office Phone Mobile		Nobile Phone		
Rail Agency Department									
Contact Information									
Inspection Location	B05 – Brookl	B05 – Brookland – TB (Tie Breaker House)							
Inspection Summary									

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TP-RM-OBS					
Inspection Units	1					
Inspection Subunits	5					
Defects (Number)	0					
Recommended Finding	NO					
Remedial Action Required ¹	NO					
Recommended Reinspection	NO					

Activity Summaries

Inspection Activity #	1	Inspec	tion Subj	ect	B05 - Brookland TB - DC Switchgear (Powell) 750VDC Type NDC (High Speed) Circuit Breaker Preventive Maintenance Inspection					Activity Co	Activity Code T			RM	OBS
Job Briefing Employee Name/Title	WMA	TA Elec	trician				mpanied ctor?	Yes	Out Brief Conducted	Yes	Time	100 140	-	Outside Shift	No
Related Reports	2016	1202-W	MATA-WF	P-1		Relat	ed CAPS / F	indings							
	Ref			F	Rule or S	OP		Standard	•	Other / T	ïtle		Chec	cklist Refere	ence
Related Rules, SOPs, Standards, or Other	TYPE CIRCU POW 365 D	NDC (HI JIT BREA ELL SWI DAY INSF	VOLT DC GH SPEED AKER FOR TCHGEAR, PECTION – 30, 2014												
luces ation 1 and in a	Mai Trac		Yard	Statio	in C	осс	RTA Facility	FTA Office	Treads Treas	At-grade	e Tu	nnel	Ele	evated	N/A
Inspection Location				х					Track Type						х
Line(c)	B-Lin	2	Track		N/A		Chain Ma	·ker		From				То	
Line(s)	D-LIII	đ	Numbe	r	N/A		and/or Sta	ation(s)	B05 – Brookla	ind TB		B05 –	Brook	kland TB	
	Hea	ad Car N	umber	N	umber o	of Cars			7500000						
Vehicles		N/A			N/A		Equip	nent	750VDC Type	NDC (High S	peed) Cir	cuit Bre	aker		

Inspector in Charge - Signature	NGELA M DLUGER	Digitally signed by ANGELA M DLUGER DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=ANGELA M DLUGER Date: 2017.02.03 16:36:04 -05'00'	Date February 3, 2017
Inspector in Charge – Name Angela Dluger	Inspection Team Tino Sahoo		





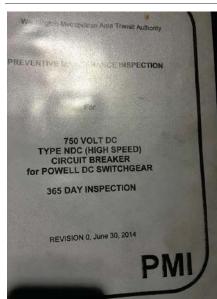




FIGURE 2 – MICRO-OHM METER TESTING THE RESISTANCE OF THE COPPER BUS STABS TO ENSURE THE RESISTANCE IS WITHIN RANGE

FIGURE 1 – HARDCOPY PMI FOR 750V DC TYPE NDC HIGH SPEED BREAKER





FIGURE 3 – USING TEST CABINET TO TEST OPEN/**ELGORE**MECHAGWED OFFE NDC (HIGH SPEED) CIRCUIT BREAKER CIRCUIT BREAKER CONNECTED TO TEST CABINET



Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170119-WMATA-AMD-2					
inspection bate	2017	01	19	Report Number						
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	ROCC	Sub- Dep	N/A			
Rail Agency Department	1	Name		Email	Office Phone	ē	N	Nobile Phone		
Contact Information										
Inspection Location	Carmen Turn	ner Facility								

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	ROCC-RC-OBS					
Inspection Units	1					
Inspection Subunits	0					
Defects (Number)	0					
Recommended Finding	No					
Remedial Action Required ¹	No					
Recommended Reinspection	No					

Activity Summaries

Inspection Activity #	1	Inspection S	ubject	(SMI) R	•	Actions Ob	Managements Servation of	nt Inspection Rail Traffic	Activity Co	ode	ROC	C RC	OBS	
Job Briefing Employee Name/Title	N/A				Accor Inspe	npanied ctor?	N/A	Out Brief Conducted	Yes	Time	1200 1315		No	
Related Reports		Safety Management Inspection (SMI), Final Report, June 17, 2015				Related CAPS / Findings Required Actio				Actions: R-3, R-1-3-a, R-1-3-b, R-1-6-a, and R-1-8-a				
	Ref			Rule or S	SOP		Standard		Other / T	ïtle		Checklist Refe	rence	
Related Rules, SOPs, Standards, or Other	and F Hand Work	and Procedures (Radio U Handbook & Roadway Operatio			1 – General Rules Jsage and on): 69 – 1.88			x		x		x		
	Perm	anent Order		NO. T-16	5-10									
Increation Location	Ma Tra	Vard	Sta	tion	осс	RTA Facility	Main Track	Yard	At-grade	e Tu	nnel	Elevated	N/A	
Inspection Location					х								х	
11		Trac	k			Chain Ma	in Marker From To					То		
Line(s)	N/A	Nun	nber	N/A		and/or Sta	ation(s)	N/A			N/A			
	He	ad Car Numbe		Number	of Cars									
Vehicles		N/A		N//	4	Equip	nent	N/A						

Inspector in Charge - Signature	NGELA M DLUGER	Digitally signed by ANGELA M DLUGER DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=ANGELA M DLUGER Date: 2017.02.13 13:05:30 -05'00'	Date February 13, 2017
Inspector in Charge – Name Angela Dluger	Inspection Team Tamara Powell		



	An FWSO inspector conducted an observation at the Rail Operations Control Center	Number of Defects	0
	(ROCC) of the rail traffic controllers (RTC) on the afternoon shift at the Ops 1 console, which controls and over-sees operations on the Red Line. The FWSO	Recommended Finding?	No
	inspector performed an observation and compliance check that focused mainly on	Remedial Action Required?	No
Description	 ROCC required actions and radio usage and operation (General Rules, #1.69 – 1.88 and Permanent Order T-16-10). The observation and compliance check was based on findings from the Safety Management Inspection (SMI) report (both open and closed findings), as well as rules from the MetroRail Safety Rules & Procedures Handbook. Observations related to SMI report findings: Finding R-3: "RTCs receive limited refresher training and no road days." R-1-3-a: "WMATA must establish a program to provide each RTC with mandatory road days for territory familiarization and to keep up with changing system elements." R-1-3-b: "WMATA must require all RTCs to obtain and maintain Level 4 Roadway Worker Protection training and certification." The FWSO inspector observed the radio transmissions and performance of two RTCs. Both controllers have had Bridge Training (refresher course) and are RWP Level 4 trained and qualified. RTC #1, the Radio Controller, has been employed at WMATA for 19 years, with 3 years in the ROCC. RTC #2, the Button Controller, was an external hire with military air traffic controller experience and has 3 years at WMATA in the ROCC. R-1-6-a: "WMATA must establish and enforce a proper protocol for language and terminology that is used over the radio – to include 100 percent word-for-word read-back for safety-related instructions and unusual train movements." All personnel units and operators performed word-for-word confirmation of walking rights on the right-of-way (ROW). The RTC acknowledged full understanding of transmission over the radio and provided 100% repeat-back for all requests. For each communication loop, RTCs closed out each transmission with "over" until closing the loop with "Central out." 	Recommended Reinspection?	No
	There were no exceptions noted during this observation.		



Form FTA-IR-1

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170119-WMATA-CB-1					
inspection Date	2017	01	19	Report Number						
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	TRST	Sub- Dep	artment	ΤΚΙΝ		
	I	Name		Email	Office Phone	5	Ν	Nobile Phone		
Rail Agency Department										
Contact Information										
Inspection Location	Between Mo	etween Morgan Blvd and Largo Town Center (G Line, Track 2)								

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-JSB-OBS	TRK-WI-PI				
Inspection Units	1	1				
Inspection Subunits	0	1				
Defects (Number)	0	2				
Recommended Finding	No	No				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspectio	on Subje	ect	Job Safe	ty Brie	fing			Activity Co	de	TR	K	JSB	OBS
Job Briefing Employee Name/Title	TRST 6	85					mpanied ector?	Yes	Out Brief Conducted	No	Time	103 120		Outside Shift	No
Related Reports	N/A	N/A				Related CAPS / Findings N/A									
	Ref				Rule or S	ОР		Standard		Other / T	ïtle		Che	cklist Refer	ence
Related Rules, SOPs, Standards, or Other	RWPM	1													
Standards, or other	MSRPH	H													
	Main Track	Ya	ird	Stati	ion C	CC	RTA Facility	FTA Office	T	At-grad	e Tui	nnel	El	evated	N/A
Inspection Location	х								Track Type			х		х	
Line (a)	<u> </u>	r	Track		2		Chain Mar	ker		From			То		
Line(s)	G	r	Numbei	r	2		and/or Sta	ation(s)	557+00			623+	00		
	Head	d Car Num	nber	1	Number of Cars										
Vehicles		N/A			N/A	N/A Equipment			N/A						
Description	TRST 6	685 provided a comprehensive job safety briefing. The						The briefing	included the	Number	of Defect	s			0

Inspector in Charge - Signature	HAD DAVID BROSKI	Digitally signed by CHAD DAVID BROSKI DN: c=US, o=U.S. Government, ou=FRA FRAChicagoIL, ou=DOT FRAChicagoIL, cn=CHAD DAVID BROSKI Date: 2017.01.24 09:30:59 -06'00'	Date
Inspector in Charge – Name	Inspection Team		
Chad Broski	Chad Broski		



	work limits, the protection that would be used (Train Approach Warning), hazards	Recommended Finding?	No
	that would be encountered, and the required Personal Protective Equipment (PPE). TRST 685 also reviewed the Roadway Access Guide pertaining to the inspection	Remedial Action Required?	No
	limits. He then inspected the work group to ensure they had the necessary PPE and Roadway Worker Protection (RWP) training. He also required the work group to	Recommended Reinspection?	No
	acknowledge understanding of the on-track safety procedures.		
Remedial Action	N/A		

Inspection Activity #	2	Inspe	ction Subj	ect	Genera	I Track	Observatio	ins		Activity Co	Activity Code		RK	WI	PI	
Job Briefing Employee Name/Title	TRST 6	85					ompanied ector?	Yes	Out Brief Conducted	No	Time	103 12	30- 00	Outside Shift	No	
Related Reports	N/A					Rela	ted CAPS /	Findings	N/A							
	Ref				Rule or S	SOP		Standard		Other / Title Che				Checklist Reference		
Related Rules, SOPs, Standards, or Other	RWPM							TRST 1000)	Permane T-16-07,	nt Order Rev. 1	No.				
	MSRPH	ł														
Inspection Location	Main Track		Yard	Stat	tion	000	RTA Facility	FTA Office	Track Type	At-grad	e Tu	nnel	Ele	evated	N/A	
Inspection Location	x								паск туре			Х		х		
Line(s)	G		Track		2		Chain Ma	arker		From				То		
Line(3)	U		Numbe	er	2		and/or S	tation(s)	557+00			623+	00			
Vehicles	Head	l Car N N/A	Number		Number N//			pment	N/A							
			• •		0			ons between	chain markers	Number	of Defect	s			2	
	(CM) 5	57+00) and 623+	-00 01	n main tra	ack G2.				Recomm	ended Fi	nding?			No	
	Observ	vations	s:							Remedia	l Action F	Require	ed?		Yes	
Description	•	 The on-track safety complied with the RWPM. Train Approach Warning Protection with a designated Watchman/Lookout allowed ample time to clear for on-coming trains. All trains complied with Permanent Order No. T-16-07, Rev. 1. FWSO noted severely worn gauge face (side wear) railhead, combined with a severely compromised angle of side wear, on the high side of the curve at G2 CM 607+00 on top of the aerial structure over Interstate 95. Static gauge measured 56 ¼ inches plus ¼ inch lateral plate movement for a total gauge of 57 inches. There was evidence of loose fasteners and an isolated spot of crumbling grout pads contributing to failed direct fixation fasteners directly across from each other. 										Yes				
Remedial Action	•	N							ructure at G2 Cl G2 CM 573+00			he loos	se dire	ct fixation f	fastener	



Form FTA-IR-1

Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170110 \\/\	/ A T A \A	/D 1			
inspection Date	2017	01	19	Report Number	20170119-WMATA-WP-1					
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	IRSI Sup-Department P					
	1	Name		Email	Office Phone	9	Ν	Nobile Phone		
Rail Agency Department										
Contact Information										
Inspection Location	A Line, track 2, between Bethesda Station and Friendship Heights.									

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	TRK-GEN-INS				
Inspection Units	1	1				
Inspection Subunits	6	6				
Defects (Number)	0	5				
Recommended Finding	No	Yes				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

	1 Inspection Subject Roadway Worker Protection – Job Safety Briefing Activity Code TRK													0.00	
Inspection Activity #	1	Inspection Sub	ject	Roadwa	y Work	er Protectio	on – Job Safe	ty Briefing	Activity Co	de	IR	K	RWP	OBS	
Job Briefing Employee Name/Title		64, RWIC 072, Watchma	n/Lool	kout		Accompanied Yes Out Brief Conducte			Yes	Time	100 133		Outside Shift	No	
Related Reports						ed CAPS / F	indings								
	Ref	Ref Rule or So			OP		Standard		Other / T	itle		Check	list Refer	ence	
Related Rules, SOPs, Standards, or Other	RWPM	RWPM													
Standards, or other															
		Main Track Yard Station		tion C	DCC	RTA Facility	FTA Office		At-grade Tu		nnel	Elev	ated	N/A	
Inspection Location	х							Track Type			х				
Line(s)	A Line	Track		2		Chain Ma	rker		From	rom			То		
Line(s)	A LINE	Numb	er	2		and/or Sta	ation(s)	A-08			A-09				
Mah tala a	Head	Car Number		Number o	of Cars			N1 / A							
Vehicles		N/A		N/A		Equip	ment	N/A							
	The job safety briefing was provided by TRST 664 at Bethesda Station. The briefing was thorough and fully compliant with WMATA requirements. It included WMATA								0						
Description				•		•			Recomm	ended Fir	nding?			No	
	level 1 ID check, the type of protection in place (Train Appl						ing, or TAW),	Remedia	equire	d?		No			

Inspector in Charge - Signature WINSLOW L. POWELL	Digitally signed by WINSLOW L POWELL DNL coLS, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=WINSLOW L POWELL Date: 2017.01.26 11.0024-05100	Date
Inspector in Charge – Name Winslow Powell	Inspection Team Alexander Nepa	



	and potential hazards and hot spots. No exceptions were taken with the job safety briefing.		
	Watchman/Lookout TRST 6072 did an exceptional job in the performance of his duties. He advanced himself in a position ahead of the work group and used the air horn to provide the required 15 second clearance.	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Sul	bject	Track G	eneral I	nspection			Activity Code TRK					INS
Job Briefing Employee Name/Title		564, RWIC 5072 Watchmai	n/Lookou	ut	Accor Inspe	npanied ctor?	Yes	Out Brief Conducted	Yes	Time	100 133		utside Shift	No
Related Reports					Relat	ed CAPS / F	indings		I					
	Ref		F	Rule or S	OP Standard			Other / T	itle		Checkli	st Refer	ence	
Related Rules, SOPs, Standards, or Other	TRST 1	1000	F	P.O. T-16-07										
	Mair Tracl	Yard	Statio	on C	DCC	RTA Facility	FTA Office		At-grade	e Tu	nnel	Eleva	ted	N/A
Inspection Location	x							Track Type			Х			
Line(s)	A Line	Track Numb		2		Chain Mai and/or Sta		A-08	From		A-09		То	
	Head	d Car Number	N	lumber o	of Cars						1			
Vehicles		N/A		N/A	1	Equip	ment	N/A						
		pection was co 0. The FWSO in							Number	of Defec	ts			5
	Harsco	o were present.	The FW	SO inspe	ector pe	rformed th	e assessmen	t using	Recomm	ended Fi	nding?			Yes
		TA TRST 1000, or med their asse		, ,					Remedia	Require	d?		Yes	
Description	Tollow	Station on (<i>TRST</i> 100) Standing v 1000, 3.2. - Betw Stati - Betw - Betw - Betw - Betw - Betw - Betw - At CM 351 3 rd rail. (<i>TI</i> At CM 373 inches bet At CM 354 row, 91 inches bet At CM 348 inches bet At 1045 he required 1 incident to	ng in the track tw 0, 10.15) water not 2.2): ween CM ween CM ween CM L+70, a tr RST 1000 8+00, thr tween not 1+00, right ches bet 1+80, two ween not 8+00 three ween not 0 MPH v 0 ROCC. (0 MPH v 0 ROCC. (tunnel b vo is poo t drainin 395+00 353+00 352+00 343+00 unnel lea 0, 3.2.2.4 ee (3) de on-defec th rail, fo ween no o (2) def on-defec ee (3) de on-defec cain with while pas (<i>P.O. T-1</i> rain with	and the second s	b burnt out signed at th 9+00 on tra 1 355+00 1 350+00 1 341+00 b standing v ding fasten lefective fast ctive holdin asteners we ding fasten fasteners we ding fasten fasteners we ding fasten r number 5 e watchman	bulbs and di e following I ck 2 through vater and dra vere observe ers. (<i>TRST 10</i> steners were g fasteners. ere observed ers. (<i>TRST 10</i> osteners were g fasteners. ere observed ers. (<i>TRST 10</i> 086 failed to n. The RWIC	ocations (<i>TRST</i> nout Bethesda aining onto the ed in a row, 116 000, <i>7</i> . <i>7</i>) observed in a (<i>TRST 1000</i> , lin a row, 93 000, <i>7</i> . <i>7</i>) d in a row, 93	Recomm	ended Re	inspect	tion?		Yes



	 07. The train stopped at the work group and then proceeded at full speed. It is estimated that the tail end of the train was close to 40 MPH when it passed the work group. The RWIC reported the incident to ROCC. At 1246 hours, a train with lead car number 7042 failed to maintain the required 10 MPH while passing the work group. The RWIC reported the incident to ROCC. (<i>P.O. T-16-07</i>) At 1329 hours, a train with lead car number 7082 leaving Friendship Heights failed to slow down at all to the required 10 MPH while passing the work group. The RWIC reported the incident to ROCC. (<i>P.O., T-16-07</i>) 		
Remedial Action	 WMATA must repair the tunnel leak contributing to standing water and dr WMATA must repair the three (3) defective fasteners at CM 373+00. WMATA must repair the four (4) defective fasteners at CM 354+00. WMATA must repair the two (2) defective fasteners at CM 351+80. WMATA must repair the three (3) defective fasteners at CM 348+00. 	aining onto the 3 rd rail at CM 351+70.	



Form FTA-IR-1

Agency/Department Information

Increation Date	YYYY	MM	DD	Report Number	20170119-WMATA-WP-2				
Inspection Date	2017	01	19	Report Number					
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	TRST	Sub- Dep	artment		
Name				Email	Office Phone	9	Ν	Aobile Phone	
Rail Agency Department									
Contact Information									
Inspection Location	D Line								

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	TRK-WI-OBS	TRK-WI-PI			
Inspection Units	1	1	1			
Inspection Subunits	1	1	6			
Defects (Number)	0	1	5			
Recommended Finding	No	No	No			
Remedial Action Required ¹	No	Yes	Yes			
Recommended Reinspection	No	No	Yes			

Activity Summaries

Inspection Activity #	1	Inspection Subj	ject	Roadwa	y Work	er Protectio	on		Activity Co	de	TR	К	RWP	OBS
Job Briefing Employee Name/Title	RWIC T	TRST 602			Accompanied Inspector?		Yes	Out Brief Conducted	No	Time	1000 150		Outside Shift	No
Related Reports					Relat	ed CAPS / F	indings							
	Ref			Rule or S	OP		Standard		Other / T	itle		Chec	klist Refere	ence
Related Rules, SOPs, Standards, or Other	RWPM													
Standards, or Other														
	Main Track	Yard	Stat	ion C	осс	RTA Facility	FTA Office		At-grade	e Tur	nnel	Elev	vated	N/A
Inspection Location	х							Track Type	x				х	
line(a)	6	Track		2		Chain Ma	rker		From				То	
Line(s)	D	Numbe	er	2		and/or Sta	ation(s)	295+00			283+0	00		
	Head	l Car Number		Number o	of Cars									
Vehicles		N/A		N/A Equipment N/A										
Description		adway Worker							Number	of Defects	s			0
Description	He ider	ntified the Wate	chman	/Lookout	and the	e type of wa	arning that w	ould be	Recommended Finding?					No

¹ The rail transit agency must provide FTA with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial Action. Closeout of Remedial Actions may also be subject to ongoing FTA verification inspections to ensure corrections are sufficient and effective.

Inspector in Charge – Signature		Date
WINSLOW L. POWE	Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=WINSLOW L. POWELL Date: 2017.01.27 16:03:58 -05'00'	
Inspector in Charge – Name	Inspection Team	
Winslow Powell	Kevin McDonald	

Form FTA-IR-1 Version date: 8/26/16



	provided (air horn). The roadway worker protection (RWP) was train approach	Remedial Action Required?	No
	warning (TAW). After authority was granted from the Rail Operation Control Center (ROCC), the Watchman/Lookout used individual train detection (ITD) to enter the track zone and establish TAW. Even though RWP was established within WMATA regulations, the use of ITD to establish a work zone in transit conditions is not up to current industry best practices for RWP. The use of Foul Time to establish work zones should be encouraged.	Recommended Re-inspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspe	ction Subj	ect	Track	k Inspe	ection -	- Walking	g Observatior	ı	Activity Co	ode	TR	K	WI	OBS
Job Briefing Employee Name/Title	RWIC	TRST 6	502				Accomp		Yes	Out Brief Conducted	No	Time	1000 150		Outside Shift	No
Related Reports						F	Related CAPS / Findings									
	Ref Rule or			or SOP)		Standard		Other / T	ïtle		Che	cklist Refe	rence		
Related Rules, SOPs, Standards, or Other	MSRF	РΗ	H 4.227 (d		(d)											
Standards, or other																
Increation I excition	Mai Trac		Yard	Stat	ion	000		RTA Facility	FTA Office	Track Type	At-grade	e Tu	nnel	Ele	evated	N/A
Inspection Location	X							ттаск туре	x				х			
Line(s)	D		Track Numbe	r	2		-	hain Ma nd/or Sta		205.00	From		202.0	00	То	
	Llas		Number	-	Numbe				311011(3)	295+00			283+	00		
Vehicles	пеа	N/A				N/A	Jars	Equip	ment	N/A						
			•					•		e a phone call	Number	of Defect	s			1
Description										r MSRPH rule maintenance	Recomm	ended Fi	nding?			No
Description		• •	•					0	0	ty (inspecting	Remedia	l Action F	Require	d?		Yes
	track,	using	power equ	ipme	nt, etc.	.)."					Recomm	ended Re	e-inspec	tion?		No
Remedial Action		ATA should ensure supervisory controls are in place to observe policy infractions and consider appropriate corrective actions for such lators.														

Inspection Activity #	3	Inspection Su	bject	Track I	nspectio	on – Physical	Inspection		Activity Co	ode	TRI	к	WI	PI
Job Briefing Employee Name/Title	RWIC	RWIC TRST 602				ompanied ector?	Yes	Out Brief Conducted	No	Time	1000 150		Outside Shift	No
Related Reports					Rela	ted CAPS / F	indings							
	Ref			Rule or	SOP		Standard		Other / T	ïtle		Chec	klist Refe	ence
Related Rules, SOPs, Standards, or Other	TRST	1000		6.14; 6.3	14.2.1									
Increation Location	Mai Trac	Vard	Sta	tion	осс	RTA Facility	FTA Office	Treak Ture	At-grad	e Tur	nnel	Ele	vated	N/A
Inspection Location	x							Track Type	x				х	
Line(s)	D	Track		2		Chain Mar	ker		From				То	



		Number		an	d/or Station(s)	295+00		283+00	
Vehicles	Head Car N N/A		Number of Cars N/A		Equipment	N/A			
					ombination of track o		Number of Defect	S	5
					ons from the track saf or safe operations ov		Recommended Fir	nding?	No
	section of the			uen			Remedial Action R	Required?	Yes
Description	at chain mark 6.14 and 6.14 throughout th and began to again be loose FWSO and co immediately o	ers 293+00, 2 4.2.1) These c he entire sect tighten bolts e within appr ntract inspec called in to th	289+75, 288+00, 2 racked grout pads tion. Even though t to this is only a tem roximately 90 days tors found a black ne Rail Operations	87+0 have track pora con Con	es of cracked grout p 00, 286+50. (TRST 10 e resulted in loose str k workers arrived with ary measure. The bolt dition at 286+50 that trol Center (ROCC) by	00, section ud/lag bolts hin one hour ts will once was v the RWIC.	Recommended Re		Yes
Remedial Action	At chain mAt chain m	narker 289+7 1 narker 288+0	5, WMATA must re 0, WMATA must re	emo emo	ve the cracked grout ve the cracked grout ve the cracked grout ve the cracked grout	pads and reinsta pads and reinsta	all new, reinforced gr all new, reinforced gr	rout pads and st rout pads and st	ud/lag bolts. ud/lag bolts.
			-		ve the cracked grout				



















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Form FTA-IR-1

6

Agency/Department Information

Federal Transit Administration

Inspection Date 2017 0 Pail Access Name Washington Metrop		20	Report Number	20170120-0010	1A I A-VV	P-1				
Washington Metrop				20170120-WMATA-WP-1						
Rail Agency Name Authority	,			RAIL	Sub- Depa	artment	RTRA			
Name	Name			Office Phone	N	1obile Phone				
Rail Agency Department										
Contact Information										
Inspection Location Special observation	Special observation throughout MetroRail system for Presidential Inauguration.									
Inspection Summary										

Inspection Activity #1234Activity CodeRTRA-GEN-OBSInspection Units1Inspection Subunits1Defects (Number)0Recommended FindingNo

No

No

Activity Summaries

Remedial Action Required¹

Recommended Reinspection

Activity Summaries														-1
Inspection Activity #	1	Inspection Sub	ject	Rail Op	erations (Observatio	on		Activity Co	ode	RTF	RA	GEN	OBS
Job Briefing Employee Name/Title	None				Accom Inspec	panied tor?	No	Out Brief Conducted	No	Time	040 210		Outside Shift	Yes
Related Reports	N/A				Relate	d CAPS / F	indings	N/A						
	Ref			Rule or S	OP		Standard		Other / T	ïtle		Chec	klist Refer	ence
Related Rules, SOPs, Standards, or Other	MSRP	Η												
Standards, or other														
	Mai Trac	Yard	Stat	tion (220	RTA Facility	FTA Office	T	At-grad	e Tur	nnel	Ele	vated	N/A
Inspection Location			>	K				Track Type			x			
Ling(a)	NI / A	Track		NI / A		Chain Marker and/or Station(s) N/A			From				То	
Line(s)	N/A	Numb	er	N/A				N/A						
	Hea	d Car Number		Number	of Cars									
Vehicles		N/A		N/A	1	Equip	ment	N/A						
) inspectors wer					0		Number	of Defect	s			0
		n as well as the		•		•			Recomm	ended Fir	iding?			No
Description		tions during the ule to accommo							Remedial Action Required			d?		No
		otions throughou		•		•			Recomm	ended Re	inspect	tion?		No

¹ The rail transit agency must provide FTA with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial Action. Closeout of Remedial Actions may also be subject to ongoing FTA verification inspections to ensure corrections are sufficient and effective.

Inspector in Charge - Signature		Date
WINSLOW L. POWEL	Digitally signed by WNRX.DVIL POWELL Disc-US_outSGenerment_outDPDTHeadquarters, ou=FTAHQ, cn=WINSLOW L POWELL Diste: 2017.01.27 19:06:37-0500'	
Inspector in Charge – Name	Inspection Team	
Winslow Powell	Winslow Powell, Phil Herbert, Tamara Powell, Chris DiFatta, Bob Maniuszko, Tino Sahoo, Kevin McD	onald, Alexander Nepa,
	Mike Vitale	



initiated incident command procedures. All operations and support departments were represented, which included, but was not limited to, ROCC, Bus Operations Control Center (BOCC), Transportation (rail and bus), Transit Police departments, Customer Service, Revenue department, Track, Power, Elevator/Escalator, and Car Maintenance. Beginning at 530 hours and every hour thereafter, the Emergency Management department facilitated hourly updates with all departments reporting in. Each hourly update concluded with a "lessons learned" segment. The FWSO inspector noted that this process was properly executed and no exceptions were taken. Overall, WMATA provided safe and efficient service to passengers throughout the day and was in compliance of their rules, policies, and procedures across the board.	
evacuation at Naylor Road. Inspectors at the ROCC observed operations for proper radio procedures, the noise level, and employee turnover to ensure proper information was given regarding operations. Additionally, WMATA activated the emergency command center and	



Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170121 \\/\	/ A T A \A	/D 1					
inspection Date	2017	01	21	Report Number	20170121-0010	20170121-WMATA-WP-1						
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	RAIL	Sub- Dep	artment	RTRA				
		Name		Email	Office Phone		N	Nobile Phone				
Rail Agency Department Contact Information												
Inspection Location	Special observation throughout MetroRail system for the Women's March on Washington. Observation coverage included Red, Orange, Blue, and Silver Lines and the Rail Operations Control Center (ROCC)											
Inspection Location												

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	RTRA-GEN-OBS					
Inspection Units	1					
Inspection Subunits	4					
Defects (Number)	0					
Recommended Finding	No					
Remedial Action Required ¹	No					
Recommended Reinspection	No					

Activity Summaries

														1
Inspection Activity #	1	Inspection Sul	oject	Rail Ope	erations	Observatio	on		Activity Co	ode	RTF	RA	GEN	OBS
Job Briefing Employee Name/Title	None				Accompanied Inspector?		No	Out Brief Conducted	No	Time	070 150		Outside Shift	No
Related Reports					Relate	ed CAPS / F	indings					·		
	Ref			Rule or S	OP		Other / T	ïtle		Checl	klist Refer	ence		
Related Rules, SOPs, Standards, or Other	MSRF	РН												
luces stice I continu	Mai Trac	Yard	Stat	tion C	DCC	RTA Facility	FTA Office	Tuesda Taura	At-grad	e Tui	nnel	Elev	vated	N/A
Inspection Location			>	ĸ				Track Type			х			
line(a)	NI / A	Track		N/A		Chain Ma	rker		From				То	
Line(s)	N/A	Numb	er	N/A		and/or Sta	ation(s)	N/A	N/A					
	Hea	ad Car Number		Number o	of Cars									
Vehicles		N/A		N/A	N/A Equipment N/A									
		•			ene in various locations throughout the MetroRail Number of Defects								0	
Description		system as well as the Rail Operations Control Center (ROCC operations during the Women's March. WMATA operated a							Recommended Finding?					No
Description						ated crowds, with trains running every three				Remedial Action Required				No
	minu	tes. Inspectors c	bserve	ed WMATA	A's hand	ling of crov	vded trains a	ind platforms.	Recomm	ended Re	inspect	tion?		No

¹ The rail transit agency must provide FTA with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial Action. Closeout of Remedial Actions may also be subject to ongoing FTA verification inspections to ensure corrections are sufficient and effective.

Inspector in Charge - Signature		Date
WINSLOW L. POWELL	Diptally signed by WINSLOW L POWEL Dift: c=US_c=US_c=US_c=US_c=US_c=US_C=US_US_US_US_US_US_US_US_US_US_US_US_US_U	
Inspector in Charge – Name	Inspection Team	
Winslow Powell	Tamara Powell, Alexander Nepa, Kevin McDonald	



Remedial Action	Beginning at 530 hours and every hour thereafter, the Emergency Management department facilitated hourly updates with all departments reporting in. Each hourly update concluded with a "lessons learned" segment. The FWSO inspector noted that this process was properly executed and no exceptions were taken. Overall, WMATA provided safe and efficient service to passengers throughout the day and was in compliance with their rules, policies, and procedures across the board.	
	Passenger safety was emphasized as WMATA operations made decisions to skip overcrowded stations downtown, impose slow speed restrictions when entering and exiting crowded stations, and switch entrances to exit or entrance only.	



United States Department of Transportation Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170125 \\/\	/ A T A A			
inspection Date	2017	01	25	Report Number	20170125-WMATA-AMD-1				
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	TRST	Sub- Dep	artment		
		Name		Email	Office Phone	9	Ν	Nobile Phone	
Rail Agency Department									
Contact Information									
Inspection Location	D line								

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	TRK-WI-OBS	TRK-WI-PI	TRK-WI-QAI		
Inspection Units	1	1	1	1		
Inspection Subunits	1	4	5	1		
Defects (Number)	0	3	4	0		
Recommended Finding	No	Yes	No	No		
Remedial Action Required ¹	No	No	Yes	No		
Recommended Reinspection	No	No	Yes	No		

Activity Summaries

1			• • • •	DIA(D					A			14	DIACD	0.00
Inspection Activity #	1 1	nspection Sub	ject	RWP					Activity Co	de	TR	К	RWP	OBS
Job Briefing Employee Name/Title	RWIC 64 Watchn	12 nan/Lookout 6	159		Accor Inspe	npanied ctor?	No	Out Brief Conducted	No	Time	1000 130		Outside Shift	No
Related Reports					Relat	ed CAPS / I	indings							
	Ref			Rule or S	SOP		Standard		Other / T	ïtle		Check	ist Refer	ence
Related Rules, SOPs, Standards, or Other	RWPM													
luces the location	Main Track	Yard	Stat	tion	n OCC RTA FTA Facility Office Track Type						nnel	Eleva	ated	N/A
Inspection Location	х								x		x			
Lino(a)	D	Track		1		Chain Ma	rker		From				То	
Line(s)	D	Numb	er	1		and/or St	ation(s)	238+00	228+60					
Maltala a	Head	Car Number		Number	of Cars	Equip		N/A						
Vehicles		N/A		N//	Ą									
						Number of Defects					0			
Description		The RWIC conducted a thorough job safety briefing and identified the Watchman/Lookout and how effective warning would be provided. The Roadway							Recomm	ended Fir	nding?			No
	waterin	iany Lookout a	10 110	W cheelin	e wurni	is would b	e provided.	The Roddwdy	Remedia	l Action R	equire	d?		No

¹ The rail transit agency must provide FTA with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial Action. Closeout of Remedial Actions may also be subject to ongoing FTA verification inspections to ensure corrections are sufficient and effective.

Inspector in Charge – Signature Angela Dluger	NGELA M DLUGER	Digitally signed by ANGELA M DLUGER DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=ANGELA M DLUGER Date: 2017.02.03 17:00:21 -05'00'	Date February 3, 2017
Inspector in Charge – Name	Inspection Team		
Angela Dluger	Kevin McDonald		

Form FTA-IR-1 Version date: 8/26/16



	Worker Protection (RWP) would be Train Approach Warning (TAW). After authority was granted from the Rail Operations Control Center (ROCC), the Watchman/Lookout used Individual Train Detection (ITD) to enter the track zone and established TAW.	Recommended Re-inspection?	No
Remedial Action	N/A		

Indefining bandy frame/ many frame/ many frame/ many frame/ standards, or oth standards, or oth many frame/ standards, or oth many fram/ standards, or oth many frame/ standards, or oth many frame/ s	Employee RWIC 642 Name/Title Watchman/Lookout 6159 Related Reports Ref Related Rules, SOPs, Standards, or Other MSRPH MSRPH Main	Perm revisi	Inspective Relation or SOP	ector? ted CAPS / I	indings		No	Time			e No
Related Rules, SOPs, Standards, or Other Ref Rule or SOP Standard Other / Title Checklist Reference MSRPH Permanent Order T-16-07 revision 1 MSRPH 4.227 (d) Image: Comparison of the comparison	Ref Ref Related Rules, SOPs, Standards, or Other MSRPH MSRPH Main	Perm revisi	or SOP anent Ord								
Related Rules, SOP, Standards, or Other MSRPH Permanent Order T-16-07 revision 1 revision 1 Main Track Vard Station OCC RTA FTA Office Track Type At-grade Tunnel Elevated N/A Inspection Location X Vard Tack Number OCC RTA FTA office Track Type At-grade Tunnel Elevated N/A Units (S) D Track Number Number of Cars N/A Equipment N/A N/A To 228+60 Colspan="4">Colspan="4"Colspan="4">Colspan="4">Colspan="4"Colspan="4">C	Related Rules, SOPs, Standards, or Other MSRPH Main	Perm revisi	anent Ord	er T-16-07	Standard						
MMRPH revision 1 revision 1 MMRPH revision 1 MSRPH $I = V = V = V = V = V$ Image: Colspan="4">Image: Colspan="4" Image: Colspan	Standards, or Other MSRPH MSRPH Main	revisi		er T-16-07			Other / T	itle	(Checklist Ref	erence
Main Track Yard Station OCC RTA Facility FTA Office Track Type At-grade Tunnel Elevated N/A Line(s) D Track Number 1 Chain Marker and/or Station(s) Track Type X X Image: Complexity of the state statestate	Main	4.227	revision 1								
Inspection Location Track Yard Station OCC Facility Office Track Type At-grade Tunnel Elevated N/A Line(s) D Track Mumber 1 Chain Marker and/or Station(s) Track Type X X X Image: Station S	Main Vard St.		7 (d)								
XXXXXLine(s)DTrack Number1Chain Marker and/or Station(s)FromToVehiclesHead Car NumberNumber of Cars N/AEquipmentN/AN/ARemedial Action Required?Number of Defects3VehiclesHead Car NumberNumber of Cars N/AEquipmentN/AN/ARecommended Finding?YesThe inspector observed two violations of Permanent Order T-16-07 rev. 1, section B, bullet point 4, which states that trains must "continue at 10 MPH until the entir train is past personnel." The last car of an 8 car WMATA train must not pass the work crew before 45 seconds have elapsed. However the following was observed: • A t 1130 hours, an 8 car train outbound from Stadium Armory with head end car # 3227 approached work crew members on catwalk at 10 MPH then rapidly accelerated. The rear end car passed crew members within 35 seconds.Number of cars massed crew members within 35 seconds.Remedial Action Required?YesFTA has issued previous remetial actions concerning P.0. T-16-07 and continues to monitor compliance.At 1230 hours, the FWS0 inspector observed the RWIC 642 make a cell phone while engaged in other maintenanceRemedial Action Required?Yes	Track	ation	OCC			Track Tupo	At-grade	e Tu	nnel	Elevated	N/A
Line(s) D Hack Number 1 Chain Mather and/or Station(s) 238+00 228+60 Vehicles Head Car Number Number of Cars Equipment N/A N/A Mumber of Defects 3 B, bullet point 4, which states that trains must "continue at 10 MPH until the entire train is past personnel." The last car of an 8 car WMATA train must not pass the work crew before 45 seconds have elapsed. However the following was observed: At 1130 hours, an 8 car train outbound from Stadium Armory with head end car # 3270 approached work crew members on catwalk at 10 MPH then rapidly accelerated. The rear end car passed crew members within 30 seconds. At 1205 hours, an 8 car train outbound from Stadium Armory with head end car # 3270 approached work crew members on catwalk at 10 MPH then rapidly accelerated. The rear end car passed crew members within 35 seconds. FTA has issued previous remedial actions concerning P.O. T-16-07 and continues to monitor compliance. At 1230 hours, the FWSO inspector observed the RWIC 642 make a cell phone call while standing in between the two rails and fouling the track. Per MSRPH section 4.227 (d), "It is prohibited to use a cell phone while engaged in other maintenance Remedial Action Required? Yes						ттаск туре	x		х		
Number Image: Construction of the second	Liza(a) Track	1		Chain Ma	rker		From			То	
Vehicles N/A N/A Equipment N/A The inspector observed two violations of Permanent Order T-16-07 rev. 1, section B, bullet point 4, which states that trains must "continue at 10 MPH until the entire train is past personnel." The last car of an 8 car WMATA train must not pass the work crew before 45 seconds have elapsed. However the following was observed: At 1130 hours, an 8 car train outbound from Stadium Armory with head end car # 3227 approached work crew members on catwalk at 10 MPH then rapidly accelerated. The rear end car passed crew members within 30 seconds. At 1205 hours, an 8 car train outbound from Stadium Armory with head end car # 3270 approached work crew members on catwalk at 10 MPH then rapidly accelerated. The rear end car passed crew members within 35 seconds. At 1205 hours, the FWSO inspector observed the RWIC 642 make a cell phone call while standing in between the two rails and fouling the track. Per MSRPH section 4.227 (d), "It is prohibited to use a cell phone while engaged in other maintenance Number of Defects 3	Number	1		and/or St	ation(s)	238+00			228+60		
B, bullet point 4, which states that trains must "continue at 10 MPH until the entire train is past personnel." The last car of an 8 car WMATA train must not pass the work crew before 45 seconds have elapsed. However the following was observed: At 1130 hours, an 8 car train outbound from Stadium Armory with head end car # 3227 approached work crew members on catwalk at 10 MPH then rapidly accelerated. The rear end car passed crew members within 30 seconds. At 1205 hours, an 8 car train outbound from Stadium Armory with head end car # 3270 approached work crew members on catwalk at 10 MPH then rapidly accelerated. The rear end car passed crew members within 35 seconds. FTA has issued previous remedial actions concerning P.O. T-16-07 and continues to monitor compliance. At 1230 hours, the FWS0 inspector observed the RWIC 642 make a cell phone call while standing in between the two rails and fouling the track. Per MSRPH section 4.227 (d), "It is prohibited to use a cell phone while engaged in other maintenance Remedial Action Required? Yes	Vehicles			Equip	ment	N/A					
train is past personnel." The last car of an 8 car WMATA train must not pass the work crew before 45 seconds have elapsed. However the following was observed: At 1130 hours, an 8 car train outbound from Stadium Armory with head end car # 3227 approached work crew members on catwalk at 10 MPH then rapidly accelerated. The rear end car passed crew members within 30 seconds. At 1205 hours, an 8 car train outbound from Stadium Armory with head end car # 3270 approached work crew members on catwalk at 10 MPH then rapidly accelerated. The rear end car passed crew members within 35 seconds. At 1205 hours, an 8 car train outbound from Stadium Armory with head end car # 3270 approached work crew members on catwalk at 10 MPH then rapidly accelerated. The rear end car passed crew members within 35 seconds. FTA has issued previous remedial actions concerning P.O. T-16-07 and continues to monitor compliance. At 1230 hours, the FWSO inspector observed the RWIC 642 make a cell phone call while standing in between the two rails and fouling the track. Per MSRPH section 4.227 (d), "It is prohibited to use a cell phone while engaged in other maintenance Remedial Action Required? Yes	The inspector observed tw	o violati	ions of Pe	rmanent Ord	der T-16-07 r	ev. 1, section	Number	of Defect	s		3
work crew before 45 seconds have elapsed. However the following was observed:• At 1130 hours, an 8 car train outbound from Stadium Armory with head end car # 3227 approached work crew members on catwalk at 10 MPH then rapidly accelerated. The rear end car passed crew members within 30 seconds.• At 1205 hours, an 8 car train outbound from Stadium Armory with head end car # 3270 approached work crew members on catwalk at 10 MPH then rapidly accelerated. The rear end car passed crew members within 30 seconds.• At 1205 hours, an 8 car train outbound from Stadium Armory with head end car # 3270 approached work crew members on catwalk at 10 MPH then rapidly accelerated. The rear end car passed crew members within 35 seconds.• At 1205 hours, an 8 car train outbound from Stadium Armory with head end car # 3270 approached work crew members on catwalk at 10 MPH then rapidly accelerated. The rear end car passed crew members within 35 seconds.• At 1205 hours, the rear end car passed crew members within 35 seconds.• FTA has issued previous remedial actions concerning P.O. T-16-07 and continues to monitor compliance.At 1230 hours, the FWSO inspector observed the RWIC 642 make a cell phone call while standing in between the two rails and fouling the track. Per MSRPH section 4.227 (d), "It is prohibited to use a cell phone while engaged in other maintenance							Recomm	ended Fir	nding?		Yes
track, using power equipment, etc.)."	work crew before 45 secon• At 1130 hours, end car # 3227 then rapidly act 30 seconds.• At 1205 hours, end car # 3270 then rapidly act 35 seconds.• At 1205 hours, end car # 3270 then rapidly act 35 seconds.• At 1205 hours, end car # 3270 then rapidly act 35 seconds.• At 1200 hours, the FWSO i while standing in between 4.227 (d), "It is prohibited activities in the field that r	nds have an 8 car approac elerate an 8 car approac elerate medial a nspecto the two to use a equire y	e elapsed. train outb ched work d. The rea train outb ched work d. The rea actions con pr observed pr ails and cell phone your full at	However th bound from crew memb r end car pa bound from crew memb r end car pa ncerning P.C d the RWIC 6 fouling the t e while enga	e following v Stadium Arm vers on catwa ssed crew m Stadium Arm bers on catwa ssed crew m D. T-16-07 an 542 make a c track. Per MS aged in other	vas observed: hory with head alk at 10 MPH embers within hory with head alk at 10 MPH embers within d continues to ell phone call GRPH section maintenance	Remedia	Action R	tequired?		Yes

Inspection Activity #	3	Inspection Sub	oject	Track in	spectic	on/physical i	nspection		Activity Co	de	TR	K WI	PI
Job Briefing Employee Name/Title	RWIC Watc	642 hman/Lookout 6	5159		Accompanied Inspector?		No	Out Brief Conducted	No	Time	1000 130		No
Related Reports					Relat	ted CAPS / F	indings						
	Ref			Rule or S	SOP		Standard		Other / T	itle		Checklist Refe	rence
Related Rules, SOPs, Standards, or Other	TRST	1000		7.9.2.5; 3	; 3.2.2.4								
Standards, or other													
Inspection Location	Mai Trac	Yard	Stati	on C	OCC	RTA Facility	FTA Office	Track Type	At-grade	e Tu	nnel	Elevated	N/A



	х								х	;	x			
Line(s)	D	Track	1	1		Chain Marker			From					
Line(3)	D	Numbe	er		and/o	r Sta	ition(s)	238+00	228+60					
	Head Ca	r Number	Nur	nber of Cars										
Vehicles	N	/A	N/A Equipment N/A											
		following issues were observed, including four defects:												
		0			Recommen	ded Fin	iding?		No					
Description	 237+25 2 cracked grout pads, left rail (no exception) 231+10 4 effective fasteners within 142", left rail. Black condition noted to RWIC. 230+60 4 effective fasteners within 135", right rail. Black condition noted to RWIC. 230+30 Tunnel lining leak, right side, water on the safety walk area. 229+60 Tunnel lining leak, right side, water on the safety walk area. 											Yes		
Remedial Action	 Per TRST 1000 section 7.9.2.5, WMATA should tighten loose fasteners at 231+10. Per TRST 1000 section 7.9.2.5, WMATA should tighten loose fasteners at 230+60. Per TRST 1000 section 3.2.2.4, WMATA should repair tunnel lining leaks at 230+30. Per TRST 1000 section 3.2.2.4, WMATA should repair tunnel lining leaks at 229+60. 													

Inspection Activity #	4	Inspection	Subject	Cor	ntracto	or quali	ity assessm	nent		Activity Co	de	TR	K	WI	QAI
Job Briefing Employee Name/Title	RWIC 6 Watchi	542 man/Looko	ut 6159	·	Accompanied Inspector?		No	Out Brief Conducted	No	Time	1000 130		Outside Shift	No	
Related Reports					Related CAPS / Findings										
	Ref			Rule	Rule or SOP		Standard		Other / T	itle		Che	cklist Refe	rence	
Related Rules, SOPs, Standards, or Other															
Insuration Location	Main Track	Yard	Sta	ation	00	C	RTA Facility	FTA Office	Treak Turne	At-grade	e Tu	nnel	Ele	evated	N/A
Inspection Location	х								Track Type	x		х			
line(a)	D	Tra	ck	1	1		Chain Ma	rker		From			1	То	
Line(s)	U	Nu	mber	1			and/or Sta	ation(s)	238+00			228+	60		
	Head	l Car Numb	er	Numl	ber of (Cars									
Vehicles		N/A			N/A		Equip	ment	N/A						
							•	rming require		Number	of Defect	s			0
		•						d turnout an		Recomm	ended Fir	nding?			No
Description	inspections to include gauge, crosslevel, guard face gauge, flangeway width and depth, fasteners, and surface and alignment. Contractors performed a thorough and comprehensive inspection. Contractors are limiting inspections to track, geometry, and fasteners—not operating practices.								Remedial Action Required?					No	
Remedial Action	N/A														

Photos:















United States Department of Transportation Federal Transit Administration

Agency/Department Information

Increation Data	YYYY	MM	DD	Report Number	20170125 \\/\	/ A T A A				
Inspection Date	2017	01	25	Report Number	20170125-WMATA-AMD-2					
Rail Agency Name	Washington I Authority	Metropolitan A	Area Transit	Rail Agency Department	ROCC Sub-Department N/A			N/A		
Rail Agency Department	Name			Email	Office Phone	5	N	1obile Phone		
Contact Information										
Inspection Location	Carmen Turn	ner Facility								

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	ROCC-RC-OBS					
Inspection Units	1					
Inspection Subunits	0					
Defects (Number)	0					
Recommended Finding	No					
Remedial Action Required ¹	No					
Recommended Reinspection	No					

Activity Summaries

Inspection Activity #	1	Inspect	tion Subj	ect	(SMI) R	ules Compliance & Safety Management Inspection GMI) Required Actions Observation of Rail Traffic ontrollers (RTC)					Activity Code RO		c	RC	OBS
Job Briefing Employee Name/Title	N/A					Accor Inspe	npanied ctor?	N/A	Out Brief Conducted	Yes	Time	1730 194		Outside Shift	No
Related Reports			ement In eport, Jur			Relat	ed CAPS / I	indings	Required Acti	ions: R-3, R-1-3-a, R-1-3-b, R-1-4-b, and R-1-6-a				а	
	Ref				Rule or S	OP		Standard		Other / Title			Checklist Reference		
Related Rules, SOPs, Standards, or Other	Handbook & Roadway				Section 1 (Radio U Operatio Rules 1.6	sage an m):			х	:	x			х	
	Perm	anent Or	rder		NO. T-16	IO. T-16-10									
Inspection Location	Ma Tra		Yard	Stat	tion OCC		RTA Facility	Main Track	Yard	At-grade	e Tui	nnel	Elev	vated	N/A
						х									х
Line(s)	N/A		Track		NI/A		Chain Ma	rker		From				То	
LINE(S)	IN/A		Numbe	er	N/A		and/or St	ation(s)	N/A			N/A			
Mah tala a	He	ad Car Nu	umber		Number o	of Cars	- · ·		NI (A						
Vehicles		N/A			N/A	1	Equipment		N/A						

¹ The rail transit agency must provide FTA with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial Action. Closeout of Remedial Actions may also be subject to ongoing FTA verification inspections to ensure corrections are sufficient and effective.

Inspector in Charge - Signature	NGELA M DLUGER	ly signed by ANGELA M DLUGER US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, GELA M DLUGER 2017.02.13 14:24:18 -05'00'	Date February 13, 2017
Inspector in Charge – Name Angela Dluger	Inspection Team Tamara Powell		



	An FWSO inspector conducted an observation at the Rail Operations Control Center	Number of Defects	0
	(ROCC) of the rail traffic controllers (RTC) on the afternoon shift at the Ops 1	Recommended Finding?	No
		Remedial Action Required?	No
Description			
	 (slow speed areas), speed adherence reminder, and repeat- back requirements. All personnel and units performed word-for-word confirmation of walking rights on the right-of-way (ROW). The RTC closed out each radio check transmission by acknowledging, "That's a good copy." RTC also communicated full understanding of transmission over the radio and provided 100% repeat-back for all requests. 		
	 For each communication loop, RTC #2 closed out each transmission with "over" until she closed the loop with "Central out." 		
	There were no exceptions noted during this observation.		



Agency/Department Information

Federal Transit Administration

• • •										
Increation Data	YYYY	MM	DD	Poport Number	20170125 14/1					
Inspection Date	2017	01	25	Report Number	20170125-WMATA-AMD-3					
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	POWR Sub- Department CM			СМ		
		Name		Email	Office Phone		N	1obile Phone		
Rail Agency Department										
Contact Information										
Inspection Location	A04 – Woodley Park – Tie Breaker (TB)									
Inspection Summary										
Inspection Activity #	1		2	3	4		5	6		

4 6 Inspection Activity # 1 2 5 3 TP-RM-OBS **Activity Code Inspection Units** 1 **Inspection Subunits** 1 0 Defects (Number) **Recommended Finding** No Remedial Action Required¹ No **Recommended Reinspection** Yes

Activity Summaries

Inspection Activity #	1	Inspec	tion Subj	ect		Breake	r "open/clos	Breaker Hous e" mechanis		Activity Code		ТР	RM	OBS
Job Briefing Employee Name/Title	N/A						ompanied ector?	Yes	Out Brief Conducted	Yes	Time	1000- 1400	Outside Shift	No
Related Reports						Rela	ted CAPS / F	indings						
	Ref				Rule or S	SOP		Standard		Other / Title Checklist Refere				ference
Related Rules, SOPs, Standards, or Other	PMI - Whipp and Bourne 750V DC Type MM74 Circuit Breaker 365 Day Inspection (Rev 3, June, 20, 2013)									Whipp ar Limited; Switchge Maintena	Type MM ar Operat ance Instr	74 ion and uctions;		
										Whipp and Bourne DC Schematic				
luces ation 1 and in a	Mai Trac		Yard	Stati	on	осс	RTA Facility	FTA Office	Treads Tores	At-grade	e T	unnel	Elevated	N/A
Inspection Location				х					Track Type					х
Line(a)	A 12-		Track				Chain Mar	ker		From			То	
Line(s)	A-Lin	e	Numbe	er	N/A		and/or Station(s)		A04 – Woodley Park		A04 – W	A04 – Woodley Park		
Vehicles	Hea	ad Car N	lumber	1	Number	of Cars	Equip	ment	Gap Feeder B	reaker				

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Inspector in Charge - Signature		Digitally signed by ANGELA M DLUGER DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=ANGELA M DLUGER Date: 2017.02.07 16:30:58 -05'00'	Date February 7, 2017
Inspector in Charge – Name Angela Dluger	Inspection Team Tino Sahoo		



	N/A	N/A				
		lining any safety hazards			Number of Defects	0
	done by WMATA CM Po	ower Supervisor and elec	ing at job site.	Recommended Finding?	No	
	The DC gap feeder brea	ker (E-A04-45) in the Tie	dley park was	Remedial Action Required?	No	
Description	circuit breaker had a pri- replaced because this p identified earlier on. Th delay switch were adjus shown in the diagrams i Bourne PMI and operat test cabinet and was op The gap feeder breaker	was "racked in" to the c breaker feeds a kicker ra	e coil of the gap feed he problem, as troub h, undervoltage releas h the proper toleranc distance stated) in th eder breaker was test ubicle in the DC SWG	er breaker was leshooting had se, and time- es required as ne Whipp and red using the	Recommended Reinspection?	No
Remedial Action	N/A					



United States Department of Transportation Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170125 \\/\		0.1		
inspection Date	2017	01	25	Report Number	20170125-WMATA-CB-1				
Rail Agency Name	Washington I Authority	Metropolitan A	Area Transit	Rail Agency Department	TRST	Sub- Dep	artment	TKIN	
	1	Name		Email	Office Phone	9	N	1obile Phone	
Rail Agency Department									
Contact Information									
Inspection Location	Yellow/Blue Line between Franconia-Springfield and Van Dorn St								

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-JSB-OBS	TRK-WI-PI				
Inspection Units	1	1				
Inspection Subunits	0	1				
Defects (Number)	0	1				
Recommended Finding	No	No				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspec	tion Subj	ect	Job Sa	ety Brie	fing			Activity Co	de	TR	K	JSB	OBS
Job Briefing Employee Name/Title	TRST 6	TRST 626					mpanied ector?	Yes	Out Brief Conducted	No	Time	100 130	-	Outside Shift	No
Related Reports	N/A					Relat	ted CAPS / I	indings	No						
	Ref Rule or				SOP		Standard		Other / T	itle		Che	cklist Refe	ence	
Related Rules, SOPs, Standards, or Other	RWPM														
Standards, or other	MSRPH														
	Mair Tracl		Yard	Stat	ion OCC		RTA Facility	FTA Office	T	At-grade	e Tur	nnel	Ele	evated	N/A
Inspection Location	х								Track Type					х	
Line(c)			Track		2		Chain Ma	rker		From				То	
Line(s)	J		Numbe	r	2		and/or St	Station(s) 875+00 695+00							
	Hea	d Car N	umber		Number	of Cars									
Vehicles		N/A			N/	A	Equip	ment	N/A						
Description	TRST 6	526 prov	vided a co	ompre	ehensive	job safe	ty briefing.	The briefing	included the	Number	of Defect	S			0

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Inspector in Charge - Signature CHADDAVID BROSK Digitally signed by CHAD DAVID BROSK									
Inspector in Charge – Name Chad Broski	Inspection Team Chad Broski								



	work limits, the protection that would be used (Train Approach Warning with an	Recommended Finding?	No
	Advanced Watchman/Lookout), hazards that would be encountered, and the required Personal Protective Equipment (PPE). TRST 626 also reviewed the	Remedial Action Required?	No
	Roadway Access Guide pertaining to the inspection limits. He then inspected the		
	work group to ensure they had the necessary Personal Protection Equipment (PPE) and Roadway Worker Protection (RWP) training. He also required the work group	Recommended Reinspection?	No
	to acknowledge understanding of the on-track safety procedures.		
Remedial Action	N/A		

Inspection Activity #	2 Ir	nspection Sub	ject	Remedia	al Actio	on Verificatio	on		Activity Co	ode	TRI	к	WI	PI
Job Briefing Employee Name/Title	TRST 620	6				mpanied ector?	Yes	Out Brief Conducted	Yes	Time	100 130		utside Shift	No
Related Reports	2016091	24-WMATA-RF LO-WMATA-RF L6-WMATA-AI	PM-1		Related CAPS / Findings No			I					I	
	Ref		F	Rule or S	SOP Standard			Other / T	ïtle		Checklis	st Refere	ence	
Related Rules, SOPs, Standards, or Other	RWPM			TRST 1000			Permane T-16-07,	nt Order Rev. 1	No.					
	MSRPH													
Inspection Location	Main Track	Yard	Static	on C	DCC	RTA Facility	FTA Office	Track Type	At-grad	e Tu	nnel	Elevat	ed	N/A
	Х							The rype	х			Х		
Line(s)	J	Track	2				From				То			
- \ - /		Numb	-			and/or Sta	ation(s)	875+00		695+00				
Vehicles	Head	Head Car Number Number of Cars Equipment N/A												
		50 inspector p		n chain	Number	of Defect	S			1				
	markers	(CM) 875+00	and 69	5+00 on	main t	rack J2.			Recomm	ended Fi	nding?			No
	Observa	tions:							Remedia	l Action F	Required	ł?		Yes
Description	•	 The on-track safety complied with the RWPM. Train Approach Warning Protection with an Advanced Watchman/Lookout allowed ample time to clear for on-coming trains. A passing train failed to comply with Permanent Order No. T-16-07, Rev. I. It passed the roadway work group at approximately 1227 hours on J2 at CM 731+00. SAFE 206, who was the assigned Watchman/Lookout, was informed of the non-compliance. FWSO remedial actions for ID #'s 951 and 1009 have not been repaired, replaced, and/or removed. FWSO noted that escort TRST 626, who was also conducting a hot spot verification to update the WMATA Roadway Access Guide, determined that there was enough clearance at the overhead bridge (CM 765+00) on both sides of the main tracks. This determination would eliminate remedial action ID # 938. TRST 626 will verify with WMATA prior to instructing removal of no clearance signs leading up to the bridge wall. 											Yes	
	•	FWSO note bridge at J2					onne on ene e	Verneau						



United States Department of Transportation Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170125-WMATA-WP-1							
inspection Date	2017	01	25	Report Number	20170125-00101414-00P-1							
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	TRST	Sub- Dep	artment	Maintenance				
		Name		Email	Office Phone	Office Phone		Nobile Phone				
Rail Agency Department												
Contact Information												
Inspection Location	A Line, track	Line, track 2, between CM 283+00 and Tenleytown-AU										

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	TRK-GEN-INS				
Inspection Units	1	1				
Inspection Subunits	5	8				
Defects (Number)	0	5				
Recommended Finding	No	Yes				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	nspection Sub	iect	Roadwa	w Work	or Protocti	on – Job Safe	ty Briefing	Activity Co	do	TR	K	RWP	OBS
Job Briefing Employee Name/Title	TRST 6:	.68, RWIC 041, Watchmar				npanied	Yes	Out Brief Conducted	Yes	Time	113 133	30	Outside Shift	No
Related Reports					Relate	ed CAPS / I	indings							
	Ref Rule or So				OP		Standard		Other / T	itle		Check	list Refer	ence
Related Rules, SOPs, Standards, or Other	RWPM													
lana dia 1 antian	Track		Stat	ion OCC RTA Facilit		RTA Facility	FTA Office	Tue de Teure	At-grade Tu		nnel	Elev	ated	N/A
Inspection Location	х							Track Type		:	x			
Line(s)	A Line	Track		2		Chain Ma	ker		From To					
Line(s)	A Line	Numb	er	2		and/or St	ation(s)	A-07		A-08				
Makida a	Head	Car Number		Number o	of Cars	-		NI / A						
Vehicles		N/A		N/A		Equip	N/A							
		The briefing was provided by TRST 664 at Bethesda Station. The briefing was							Number of Defects					0
Description thorough and fully compliant						•			Recommended Finding?					No
	1 ID check, the type of protection in place (train approach warning, or TAW), and							Remedia	l Action R	equire	d?		No	

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Inspector in Charge - Signature WINSLOW L. POWEL	Digitally signed by WINSLOW L POWELL DNc.edS, a-U.S. Government, au=DOT Headquarters, ou=FTAHQ, cn=MMSLOW L POWEL Date: 20170.12 /112203 0500'	Date
Inspector in Charge – Name	Inspection Team	
Winslow Powell	Alexander Nepa	



	the potential hazards and hot spots. No exceptions were taken with the job safety briefing.	Recommended Reinspection?	No
Remedial Action			

Inspection Activity #	2	Insp	ection Sub	ject	Track	<pre>General</pre>	Inspection			Activity Co	ode	TR	RK	GEN	INS		
Job Briefing Employee Name/Title			RWIC Watchman	/Look	out		mpanied ector?	Yes	Out Brief Conducted	Yes	Time	11 13		Outside Shift	No		
Related Reports						Rela	ted CAPS /	Findings			1						
	Ref				Rule c	or SOP		Standard		Other / T	ïtle		Chec	klist Refer	st Reference		
Related Rules, SOPs, Standards, or Other	TRST	1000															
Inspection Location	Mai Trac		Yard	Stat	ion	OCC	RTA Facility	FTA Office	At-grad	e Tu	nnel	Ele	vated	N/A			
	x	X						Track Type			х						
Line(s)	A Line	A Line Track 2 Chain Marker and/or Station(s) A-07							From	÷	A-08		То				
	Hea	Head Car Number Number of Cars															
Vehicles		Equipment N/A															
Description	contra perfo Revisi non-c incon	N/AN/ACupletDVAAn inspection of the A Line, track 2, from CM 283+00 to CM 264+00 (Tenleytown- AU) was conducted. The FWSO inspector, IMMATA personnel, and 3 rd party contractors from Harsco were present for the inspection. The FWSO inspector performed the assessment using WMATA TRST 1000, dated January 1, 2015, Revision 6. Harsco inspectors performed their assessment using a newly revised, non-distributed version of the TRST 1000. As a result, the two reports may have inconsistent findings. The following concerns were observed:Number of Defects•The lighting in the tunnel between CM 285+00 and CM 270+00 on track two is poor resulting from burnt out bulbs and dirty lenses. (<i>TRST 1000, 10.15</i>)Recommended Finding?•Between CM 280+00 and 278+00 on track 2, standing water is not draining as designed. (<i>TRST 1000, 3.2.2.2</i>)Retween CM 270+00 and CM 264+00 standing water is not draining as designed. (<i>TRST 1000, 3.2.2.2</i>)•At CM 270+00 Lot 270+40, right rail, there are eight (8) defective fasteners in arow, 276 inches between non-defective holding fasteners. (<i>TRST 1000, 7.7</i>)•At CM 265+30, right rail, there are three (3) defective fasteners in a row, 119 inches between non-defective holding fasteners. (<i>TRST 1000, 10.14</i>)•There is a relay rail lying between the running rail and the safety walkway, creating a trip and fall hazard. (<i>TRST 1000, 10.17.4.1</i>)Note: Harsco inspectors identified yellow condition fastener defects that were less											5 Yes Yes				
Remedial Action	•	At CN At CN At CN WMA	1 270+80, V 1 270+00 to 1 265+30, V TA must re	VMAT 270+ VMAT epair tl	A must 40, WN A must he ETS	repair th MATA mu: repair th telephone	e leak on t st repair th e three (3) e box A74,	he left side wa e eight (8) dei defective fast A07 TP 34, A0		s.							











United States Department of Transportation Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170126-WMATA-AD-1							
inspection date	2017	01	26	Report Number								
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	TRST	Sub- Dep	Maintenance					
		Name		Email	Office Phone		Mobile Phone					
Rail Agency Department												
Contact Information												
Inspection Location	A – Red line,	– Red line, track 2, between Tenleytown-AU and Van Ness-UDC										

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	TRK-GEN-INS				
Inspection Units	1	1				
Inspection Subunits	5	11				
Defects (Number)	0	7				
Recommended Finding	No	Yes				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

-														
Inspection Activity #	1 I	nspection Sub	ject	Roadwa	y Work	er Protectio	on – Job Safe	ty Briefing	Activity Co	de	TR	K	RWP	OBS
Job Briefing Employee Name/Title		68, RWIC 98, Watchmar	n/Lool	kout	Accompanied Inspector?		Yes	Out Brief Conducted	Yes	Time	113 133		Outside Shift	No
Related Reports					Relate	ed CAPS / F	indings							
	Ref			Rule or S	ОР		Standard		Other / T	itle		Check	list Refer	ence
Related Rules, SOPs, Standards, or Other	RWPM													
Standards, or other														
	Main Track	Yard	Stat	tion C	occ	RTA Facility	FTA Office		At-grade	e Tui	nnel	Elev	ated	N/A
Inspection Location	х							Track Type			х			
Lino(a)	A Line	Track		2		Chain Ma	rker		From				То	
Line(s)	A LINE	Numb	er	2		and/or Sta	ation(s)	A-07			A-06			
Makida a	Head	Car Number		Number o	of Cars			N1 / A						
Vehicles		N/A		N/A		Equip	ment	N/A						
		Safety Briefing	-	•					Number	of Defect	s			0
Description		briefing was thorough and compliant w							Recommended Finding?					No
	WMATA level 1 ID check, the type of protection (Train A					(Train Approach warning, or TAW),			Remedial Action Required?				No	

¹ The rail transit agency must provide FTA with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial Action. Closeout of Remedial Actions may also be subject to ongoing FTA verification inspections to ensure corrections are sufficient and effective.

Digitally signed by AMBUR I DALEY

ou=FMCSAHQ, cn=AMBUR I DALEY Date: 2017.02.07 08:51:47 -05'00'

DN: c=US, o=U.S. Government,

ou=DOT Headquarters,

Date



Form FTA-IR-1 Version date: 8/26/16



	and the potential hazards, hot spots, and hospital locations. No exceptions were taken with the briefing.	Recommended Reinspection?	No
Remedial Action	N/A		

Job Briefing Employee Name/Title		68, RWIC												
Deleted Deverte		98 Watchman,	/Lookc	out	Accom Inspect	panied tor?	Yes	Out Brief Conducted	Yes	Time	103 133		Outside Shift	No
Related Reports					Relate	d CAPS / F	indings	I						
	Ref			Rule or S	SOP		Standard		Other / T	itle		Check	ist Refe	rence
Related Rules, SOPs, Standards, or Other	TRST 100	00												
Inspection Location	Main Track	Yard	Stati	ion	осс	RTA Facility	FTA Office	Track Type	At-grade	At-grade Tunnel Eleva				N/A
	х										Х			
Line(s)	A Line	Track Numbe	er	2		Chain Mai and/or Sta		A-07	From		A-06		То	
	Head (Car Number	-	Number				A-07			A-00			
Vehicles	Tiedu C	N/A	- ·			Equip	ment	N/A						
		IN/A		N//	1									
		ection of the A /I 210+00 was						0 to (Van Ness-	Number	of Defect	s			7
								WSO inspector	Recomm	ended Fir	nding?			Yes
	•	ed the assessn 6. Harsco insp		0		-			Remedia	l Action R	equire	d?	Yes	
	• • • • • • • • • • • • • • • • • •	the tunnel i many burnt Between Cl standing wa At CM 2164 rusting and At CM 240- a row, 107 7.7) At CM 2374 inches betw At CM 2364 inches betw for 1/8 late At CM 2494 spalling cor At CM 2494 spallin	M 255- rangec t out b M 255- ater w +00, a ' surfac +00 rig inches +00, th veen n +00, th veen n +30, fo veen n +80 to ndition +00, ju walkwa +00 an, n the s 7.4.1) +90, rig joint c	+00 and d from a bulbs and +00 and as not dr tunnel le ce damag ght rail, t between aree (3) d ion-defen on-defen cur (4) de ion-defen cur (4) de ion-defen	CM 210+(total abse filthy len: 245+00 of aining as ak is allow ge. (<i>TRST</i> .) hree (3) d n non-def efective fa: ctive hold fective fa: ctive hold (<i>TRST</i> 10) fective fa: ctive hold (<i>TRST</i> 10	20 on track ance to ext ses. (TRST n track 2, designed. ving water 1000, 3.2 efective fa ective hol asteners withing fasten steners withing fasten on, 7.7) steners withing fasten ail in the c .7) onnecting and fall ha vires and c eating a tr ere was a f de. (TRST	x 2, the quality remely poor 1000, 10.15, 3 rd rail side ir (<i>TRST</i> 1000, r to hit the le 2.4) asteners wer ding fasteners were observed ers. (<i>TRST</i> 10 ere observed ers. (<i>TRST</i> 10 ere observed ers. (<i>TRST</i> 10 urve, rail rev clamps were zard. (<i>TRST</i> 10 onnecting cl. ip and fall has 4 tread mism 1000, table 5 ener defects if	a the ditch, 3.2.2.2) ft rail causing e observed in rs. (<i>TRST 1000</i> , d in a row, 112 100, 7.7) l in a row, 130 dition allowed l in a row, 151 100, 7.7) ealed a e observed on 1000, amps were azard. (<i>TRST</i> natch, creating 5-20) that were less	Recomm	ended Re	inspect	tion?		Yes



	At CM 216+00, WMATA must repair the tunnel leak that is causing rusting and surface damage.
	At CM 240+00 right rail, WMATA must repair the three (3) defective fasteners.
	At CM 237+00, WMATA must repair the three (3) defective fasteners.
	At CM 236+50, WMATA must repair the four (4) defective fasteners.
Remedial Action	At CM 234+30, WMATA must repair the four (4) defective fasteners.
	At CM 233+00, WMATA must remove the jumper cables and connecting clamps (debris) that were observed on the safety
	walkway.
	• At CM 212+00 WMATA must remove the angle bars, jumper wires, and connecting clamps (debris) were observed on the safety
	walkway.

Photos:



Damage to running surface of rail from water



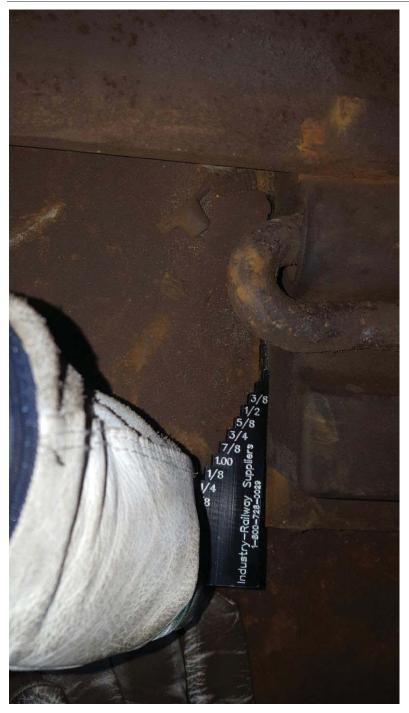


Crack in the side of tunnel allowing

Draining down side to field side of rail

Form FTA-IR-1 Version date: 8/26/16





Loose fasteners allowing 1/8-inch lateral plate movement



FOIA Exemption: All (b)(6) -

Agency/Department Information

Federal Transit Administration

Agency/Department mom			·								
Inspection Date	YYYY	MM	DD	Report Number	20170126-WN		C				
inspection Date	2017	01	26	Report Number	20170120-0010	IAIA-AD-	-2				
Rail Agency Name	Washington Authority	Metropolitan /	Area Transit	Rail Agency Department	TRST	Sub- Depart	tment	Structures			
	I	Name		Email	Office Phone	2	P	Aobile Phone			
Rail Agency Department Contact Information											
Inspection Location Metro Center, Farragut North, and Dupont Circle Stations											
Inspection Summary											
Inspection Activity #	1		2	3	4	5		6			
Activity Code	STR-W	/I-PI									
Inspection Units	1										
Inspection Subunits	3										
Defects (Number)	5										
Recommended Finding	Yes	5									
Remedial Action Required ¹	Yes	5									
Recommended Reinspection	Yes	5									

Activity Summaries

Inspection Activity #	1	Inspec	tion Subje	ect	Walkin	g Inspe	ction	of Han	drails		Activity Co	de	ST	R	WI	PI
Job Briefing Employee Name/Title	N/A						Accompanied Inspector?		No	Out Brief Conducted	No	Time		00- 00	Outside Shift	No
Related Reports	N/A					Rela	ted C	APS / F	indings	TOC-COL-15-0	002			i.		
	Ref	Ref Rule or							Standard		Other / T	itle		Check	dist Refer	ence
Related Rules, SOPs, Standards, or Other	MSRP	Ή														
Increation Location	Mai Trac		Yard	Stati	ion	DCC		TA cility	FTA Office	Track Tures	At-grade	e Tui	nnel	Elev	vated	N/A
Inspection Location				х						Track Type			х			
Line(s)	N/A		Track		N/A		Cha	in Mai	rker		From				То	
Line(s)	N/A		Number	r	N/A		and	/or Station(s) Metro Center				DuPo	nt Circl	nt Circle		
Mahtaha a	Hea	id Car N	lumber	l	Number	of Cars		-								
Vehicles		N/A			N//	4		Equip	ment	N/A						
Description		•	•						urement foll	0	Number	of Defect	s			5
2 0001 p 1001		WMATA's response to Corrective Action Plan (CAP) TOC-COL-15-002. This CAP was issued by TOC in response to a June 14, 2013, incident in which a train struck an No									No					
		object on the roadway resulting in a damaged ETS box, 3 rd rail heater box, and									Remedia	l Action R	Require	d?		No
	to pre	provimately \$500,000 damage to the underbodies of 3 rail cars. As a mitigation prevent re-occurrence, WMATA indicated that they would perform repairs to all verse conditions system-wide until complete.										No				

¹ The rail transit agency must provide FTA with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial Action. Closeout of Remedial Actions may also be subject to ongoing FTA verification inspections to ensure corrections are sufficient and effective.

Inspector in Charge - Signature	MBUR I DALE	Digitally signed by AMBUR I DALEY DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FMCSAHQ, cn=AMBUR I DALEY Date: 2017.02.03 14:21:13 -05'00'	Date
Inspector in Charge – Name Ambur Daley	Inspection Team Mike Vitale		



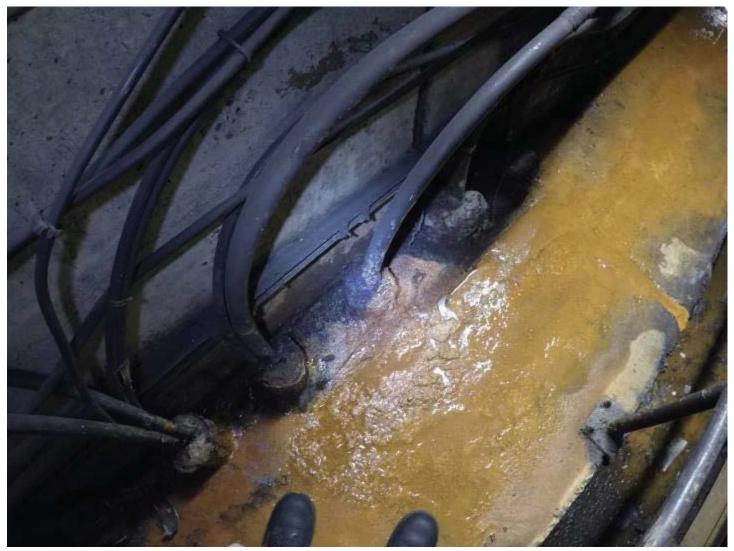
	 FWSO reviewed 10 locations listed in the submission where WMATA noted loose or bent handrails. Handrails on tracks A2, C1 and C2 portals at Metro Center were still loose, and the handrail at the C1 portal was still bent. Noted issues at Farragut North and Dupont Circle were addressed. Based on the findings, FWSO will issue a letter to WMATA rejecting the CAP submittal for TOC-COL-15-002 for completion of additional work. While inspecting the D1 portal, a significant water leak was found coming up from a piece of conduit in the safety walk and covering the safety walk with mud and water. 	
Remedial Action	WMATA must repair leak at D1 005+00	

Photos:



Damage from collision at C1 3+00





Water Leak at D1 5+00



United States Department of Transportation Federal Transit Administration

Agency/Department Information

Increation Date	YYYY	MM	DD	Report Number	20170126-WMATA-AD-3					
Inspection Date	2017	01	26	Report Number	20170120-WIMATA-AD-3					
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	TRST	Sub- Dep	artment			
	Name			Email	Office Phone		Ν	Nobile Phone		
Rail Agency Department										
Contact Information										
Inspection Location	D line									

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	TRK-WI-OBS	TRK-WI-PI	TRK-WI-QAI		
Inspection Units	1	1	1	1		
Inspection Subunits	1	4	2	1		
Defects (Number)	0	3	2	0		
Recommended Finding	No	No	No	No		
Remedial Action Required ¹	No	No	Yes	No		
Recommended Reinspection	No	No	Yes	No		

Activity Summaries

-														1
Inspection Activity #	1	nspection Sub	ject	Roadwa	y Work	er Protectio	on		Activity Co	de	TR	K	RWP	OBS
Job Briefing Employee Name/Title	RWIC 6 Watchr	42 nan/Lookout 6	101		Accor Inspe	npanied ctor?	Yes	Out Brief Conducted	No	Time	1000 150		Outside Shift	No
Related Reports					Relat	ed CAPS / F	indings							
	Ref			Rule or S	OP		Standard		Other / T	itle		Check	list Refere	ence
Related Rules, SOPs, Standards, or Other	RWPM	M												
Standards, or other														
	Main Track	Yard	Stat	tion C	осс	RTA Facility	FTA Office	Treads Truce	At-grade	e Tur	nnel	Elev	ated	N/A
Inspection Location	х							Track Type	x		x			
Lino(a)	D	Track		1		Chain Ma	ker		From				То	
Line(s)	D	Numbe	er	1		and/or Sta	ation(s)	228+00			216+0	00		
Mah tala a	Head	Car Number		Number o	of Cars			NI (A						
Vehicles		N/A		N/A		Equip	ment	N/A						
		IC conducted a				•			Number	of Defects	5			0
Description		-				re warning would be provided. The Roadway				Recommended Finding?				No
	VV OI KEI	Worker Protection (RWP) would be Train A					μηθ (1ΑΨ). /	ance dutionity	Remedial Action Required?					No

¹ The rail transit agency must provide FTA with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial Action. Closeout of Remedial Actions may also be subject to ongoing FTA verification inspections to ensure corrections are sufficient and effective.

Inspector in Charge – Signature	AMBUR I DALEY	Digitally signed by AMBUR I DALEY DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FMCSAHQ, cn=AMBUR I DALEY Date: 2017.02.06 10:23:25 -05'00'	Date
Inspector in Charge – Name	Inspection Team		
Ambur Daley	Kevin McDonald		

Form FTA-IR-1 Version date: 8/26/16



	Watchma	ted from the an/Lookout u olished TAW.	ised Ir	•	Recomm	Recommended Re-inspection?				No						
Remedial Action	N/A															
Inspection Activity #	2 In	2 Inspection Subject Track Inspection observation 4							Activity Co	ode	TR	K	WI	OBS		
Job Briefing Employee Name/Title	RWIC 642 Watchman/Lookout 6101					ompanied ector?	Yes	Yes Out Brief Conducted		Time	1000 150		Outside Shift	No		
Related Reports	2017011	8, 20170119,	2019	0125,	Rela	ted CAPS /	Findings									
	Ref			Rule o	r SOP		Standard		Other / 1	ītle		Chec	klist Refer	ence		
Related Rules, SOPs, Standards, or Other	MSRPH			revisio	on 1	ler T-16-07										
	MSRPH			4.227	(d)											
	Main Track	Yard	Sta	tion	OCC	RTA Facility	FTA Office		At-grad	e Tu	nnel	Elev	vated	N/A		
Inspection Location	x							Track Type	x		х					
Line(s)	D	D Track 1 Chain Marker and/or Station(s) 228+00						228+00	From		216+	To 16+00				
	Head C	ar Number		Numbe	er of Cars		_									
Vehicles		N/A		Ν	I/A	Equip	oment	N/A								
								rev. 1, section	Number	of Defect	:s			3		
							train must n	until the entire ot pass the	Recomm	ended Fi	nding?			Yes		
	work cre	w before 45 s	secon	ds have	elapsed.	However th	ne following v	vas observed:	Remedia	Action I	Require	d?		No		
Description		end car # 2 then rapid 35 seconds At 1310 hc end car # 5 then rapid 35 seconds At 1340 hc end car # 2 then rapid 25 seconds ssued previo	2043 a ly acco s. burs, a 5079 a ly acco s. 2043 a ly acco s.	approach elerated an 8 car f approach elerated an 8 car f approach elerated	ned work I. The rea train outh ned work I. The rea train outh ned work I. The rea	crew memi ar end car p bound from crew memi ar end car p bound from crew memi ar end car p	bers on catwa assed crew m Stadium Arm bers on catwa assed crew m Stadium Arm bers on catwa assed crew m	hory with head alk at 10 MPH hembers within hory with head alk at 10 MPH hembers within hory with head alk at 10 MPH hembers within hord continues to		Recommended Re-inspection? No						
	monitor	compliance.				5										
Remedial Action	N/A															

Inspection Activity #	3 Inspection Subject Track - physical inspection								Activity Co	de	TRK	<	WI	PI
Job Briefing Employee Name/Title	RWIC 642 Watchman/Lookout 6101					ompanied ector?	Yes	Out Brief Conducted	No	Time	1000 130		Outside Shift	No
Related Reports					Rela	ted CAPS / F	indings							
	Ref Ru				SOP		Standard		Other / T	itle		Check	nce	
Related Rules, SOPs, Standards, or Other	TRST 1000			13.3.8; 5.10	5.11.7 8	k table								
	Main Track	Yard	Stat	ion	OCC	RTA Facility	FTA Office		At-grade	e Tur	nnel	Elev	vated	N/A
Inspection Location	х							Track Type	х		x			
Line(s)	D Track 1					Chain Mar	ker		From	·			То	



	Numbe	r	and/or Station(s)	228+00	216+00						
	Head Car Number	Number of Cars									
Vehicles	N/A	N/A	Equipment	N/A	N/A						
	The following issues we				Number of Defect	s	2				
		 227+30 cracked third rail grout pad, left rail (Figure 1) 219+90 low rail spalling (right rail). Per TRST 1000 section 5.11.7 and table 									
.		0, 0, ,			Remedial Action Required? Yes						
Description	Replace Rail. If a does not require r	5.10: "Spalling (Flaking): If a Track Supervisor or Track Walker determines that condition requires rail to be replaced: A: Limit speed to 5, 15, or 40 MPH. H: Replace Rail. If a Track Supervisor or Track Walker determines that condition does not require rail to be replaced: E: Limit speed to 40 MPH and schedule rail for grinding, welding, or replacement" (Figure 2)									
Remedial Action	Per TRST 1000 set	ction 13.3.8, WMATA	must replace grout pad a	at 227+30.		1					
Nemeulai Action	 WMATA must cat 	egorize and address t	he low rail spalling at 21	9+90.							

Inspection Activity #	4	Inspect	tion Subj	ect	Track Inspection/Quality assessment of contract inspectors						Activity Co	ode	TR	K	WI	QAI				
Job Briefing Employee Name/Title				Accoi Inspe	mpanied ector?	Yes	Yes Out Brief Conducted		Time	1000 150		Outside Shift	No							
Related Reports							Relat	ed CAPS / F	indings											
	Ref				Rule	or SC	OP		Standard	Other / T	itle		Che	cklist Refer	ence					
Related Rules, SOPs, Standards, or Other																				
•																				
Inspection Location	Main Track		Yard	Stat	tion	0	сс	RTA Facility	FTA Office	Track Type	At-grad	e Tu	nnel	Ele	evated	N/A				
inspection Location	x								Track Type		x		х							
Line(s)	D	Track Chain Marker							From	From To										
Line(s)	D		Numbe	er	1			and/or Sta	ation(s)	228+00	216+00									
Mahtala a	Head	l Car Nu	umber		Numl	ber of	f Cars													
Vehicles		N/A				N/A		Equip	ment	N/A										
			•						rming require		Number of Defects					0				
	track inspections. Contract inspectors performed detailed turnout and switch inspections to include gauge, cross-level, guard face gauge, flange-way width and									No										
										rmed a thorough Remedial Action Required? No										
Description	Contra operat	ctors an ing prac	ctices. Co	g insp ontrac	pectio ctors r	may b	e usin	g or piloting	fasteners and the new dra of Feburary.	l not to aft TRST 1000,	Recomm	Recommended Re-inspection? No								
Remedial Action	N/A																			



Photos:



Figure 1: 227+30 cracked third rail grout pad, left rail.



Figure 2: 219+90 low rail spalling



Inspection Form

United States Department of Transportation Federal Transit Administration

Form FTA-IR-1

Agency/Department Information m

		YYYY f	MN	1 £	DD	t										
Inspection Date m	-					Re	port Numbe	er m	20170126-WMATA-AD-4							
Rail Agency Name m		2017 f Nashington N	01 Netropo	-	26 f ea Trans	itf Ra	il Agency m		POWR f		Sub- D	epartm	ient f	CBL. IN.	f	
	/	Authority f					epartment f									
		N	lame f			E	imail f		(Of ice Phone f				Mobile Phone f		
Rail Agency Departmen Contact Information m	it m															
Inspection Location m	,	A Line f														
nspection Sum ary n	n															
Inspection Activity # m		1 f			2 f		3 f			4 f		5 f			6 f	
Activity Code m		TP-WI-0	OBS f		f		f			f		f			f	
Inspection Units m		1 f			f		f			f		f			f	
Inspection Subunits m		16	f		f		f			f		f			f	
Defects (Number) m		5			f		f		f			f			f	
Recom ended Finding		Yes		f			f			f					f	
Remedial Action Required ^{1 m} Ye		Yes			f		f		f			f			f	
Recom ended Reinspe	ection m	Yes			f		f			f		f		f		
ctivity Sum aries m																
Inspection Activity # m	1f li	nspection Su	bject m	Walkin	g Observ	vation f				Activity Co	$f \qquad f$			OBS		
ob Briefing m Employee m Name/Title m	WMATA	RWIC f Watchman/ Documente		f		npanied r ctor? f	n Yes f		Brief m ducted m	Yes f	Time f				No t	
Related Reports m	f				Relate	ed CAPS /	Findings f	f					·			
Related Rules, SOPs, m	Ref f		I	Rule or S	SOP f		Standard f			Other / T	itle f		Cheo	klist Refere	ence f	
Standards, or Other m	RWPM	F		f			f			f			f			
Inspection Location m	Main f Track f	Vard f	Statio	on f	DCC f	RTA f Facility f	FTA f Of ice f	Trac	k Type m	At-grade	ef Tu	nnel f	Ele	vated f	N/A f	
	X f	f	f		f	f	f	Tac	л туре т			X f		f	f	
ine(s) m	A-Line f	Track Num		TRK 1	f	Chain Ma and/or S	arker m tation(s) m	A12		From f lint- Track 1	. f	A14 -	Rock	To f ville – Track	1f	
Vehicles m	ead C	ar Number f	N	umber o N/A	of Cars f		oment m	N/A	f							
	Daily ca	IV Cable inspections are part of the holistic approach WMATA has instituted to f										гf				

 Description m
 Daily cable inspections are part of the holistic approach WMATA has instituted to f
 Number of Defects m
 5 f

 WMATA cable inspection crews that are active, and they include three f
 WMATA cable inspection crews that are active, and they include three f
 Recom ended Finding? m
 Yes f

 Remedial Action Required? m
 Yes f

¹ The rail transit agency must provide FTA with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other (evidence) to close out the Remed(al Action. Closeout of Remedial Actions may also be subject to ongoing FTA verification inspections to ensure corrections are (sufficient and effective. f

Inspector in Charge - Signature f	Digitally signed by AMBURTDALEY Dis: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FMCSAHQ, cn=AMBURI DALEY Date: 2017.02.07 19:34:35 - 05'00'	Date f
Inspector in Charge – Name m Ambur Daley m	Inspection Team m Tino Sahoo m	



reuerar fransit Au			
	 personnel—the Roadway Worker in Charge (RWIC), the Watchman/Lookout, and f a documenter of issues in wayside power cable and/or connections. Each crew f inspects a dif erent portion of the mainline from 1000–1400 hours. The pictures f taken and issues noted are entered into a database that creates Maximo work f orders. f f As outlined below, the following issues with the power cables were noted by the f FWSO inspector and WMATA personnel during the course of the normal daily f cable inspection process. f TRK 1 CM 658+00 – Debris and trash surrounding feeder cables and by 3rd f rail end approach; loose nut/bolt assembly on Kindorf strap f TRK 1 CM 658+00 – Debris and trash surrounding feeder cables and by 3rd f rail end approach; loose nut/bolt assembly on Kindorf strap f TRK 1 CM 681+00 – Feeder cables lying on the deck (ballast); heat shrink f and/or OZ Gedney bushing needs to be replaced on feeder cable stub-up f (See Figure 1) f TRK 1 CM 701+00 – Feeder cables lying on the deck (ballast) f TRK 1 CM 701+00 – Heet shrink needs to be replaced on a feeder cable stub-fup; OZ Gedney bushing needs to be replaced on a feeder cable stub-fup; OZ Gedney bushing needs to be replaced on a feeder cable stub-fup; OZ Gedney bushing needs to be replaced on a feeder cable stub-fup; OZ Gedney bushing needs to be replaced on another feeder cable stub-fup; OZ Gedney bushing needs to be replaced on another feeder cable stub-fup; OZ Gedney bushing needs to be replaced on another feeder cable f rubbing against an adjacent Kindorf strap bolt f TRK 1 CM 705+00 – Feeder cables lying on the deck (ballast) f TRK 1 CM 737+00 – Feeder cables lying on the deck (ballast) f TRK 1 CM 737+00 – Feeder cables lying on the deck (ballast) f TRK 1 CM 738+00 – Feeder cables lying on the deck (ballast) f TRK 1 CM 788+00 – Feeder cables lying on the deck (ballast) f TRK 1 CM 788+00 – Feeder cables lying on the deck (ballast		Yes f
Remedial Action m	 At TRK 1 CM 693+00, WMATA must replace the heat shrink and/or OZ Ge At TRK 1 CM 702+00, WMATA must replace the OZ Gedney bushing on fe At TRK 1 CM 704+00, WMATA must replace the heat shrink on feeder cal At TRK 1 CM 704+00, WMATA must replace the OZ Gedney bushing on or At TRK 1 CM 766+00, WMATA must remove the unused 3rd rail post insul 	eeder cable stub-up. f ble stub-up. f ther feeder cable stub-up. f	tub-up. t

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f Form FTA-IR-1 Version date: 8/26/16

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FfGURE 1 - TRK 1 CM 693+00 – FEEDER CABLES LAYfNG f ON TF E DECK (BALLAST); HEAT SF RfNK AND/OR OZ F GEDNEY BUSF NG NEEDS TO BE REPLACED ON FEEDER F CABLE STUB-UP F



f

f

f

FfGURE 2 - TRK 1 CM 702+00 – OZ GEDNEY BUSF NG NEEDS TO BE REPLACED ON FEEDER CABLE STUB-UP; CABLES LAYING ON THE F DECK (BALLAST) F



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United States Department of Transportation Federal Transit Administration



FfGURE 3 - TRK 1 CM 704+00 – FIEAT SFIRFNK NEEDS TO BE REPLACED ON A FEEDER CABLE STUB-UP; OZ GEDNEY BUSHFNG NEEDS TO F BE REPLACED ON ANOTF ER FEEDER CABLE STUB-UP F



FfGURE 4 - TRK 1 CM 766+00 – 3RD RAFL POST INSULATOR SUPPORTFING NO TF RD RAFL AS END APPROACF MAY F AVE BEEN F SF ORTENED; REMOVE UNNECESSARY FNSULATOR AS COULD FMPEDE COLLECTOR SF OES OR KNOCK COLLECTOR SF OES OFF TRAFN F

f



Federal Transit Administration

Agency/Department mon								
Inspection Date	YYYY	MM	DD	Report Number	20170126-WN		D 1	
inspection Date	2017	01	26	Report Number	20170120-0010		D-T	
Rail Agency Name	Washington I Authority	Metropolitan A	Area Transit	Rail Agency Department	TRST	Sub- Dep	artment	TKIN
	1	Name		Email	Office Phone	2	Ν	Nobile Phone
Rail Agency Department								
Contact Information								
Inspection Location	J Line, Track 2	2, Between Va	n Dorn St. and	Alexandria Yard				

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-JSB-OBS	TRK-WI-PI				
Inspection Units	1	1				
Inspection Subunits	0	1				
Defects (Number)	0	3				
Recommended Finding	No	No				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspec	tion Subj	ect	Job Safe	ty Brie	fing			Activity Co	de	TR	K	JSB	OBS
Job Briefing Employee Name/Title	TRST	626					mpanied ector?	Yes	Out Brief Conducted	Yes	Time	100 130	-	Outside Shift	No
Related Reports	N/A					Relat	ed CAPS / F	indings	N/A						
	Ref				Rule or S	OP		Standard		Other / T	itle		Che	cklist Refer	ence
Related Rules, SOPs, Standards, or Other	RWPN	N													
Standards, or other	MSRP	Ή													
	Maii Trac		Yard	Stati	ion C	осс	RTA Facility	FTA Office		At-grad	e Tur	nnel	Ele	evated	N/A
Inspection Location	х								Track Type	х				х	
line(a)			Track		2		Chain Ma	ker		From				То	
Line(s)	J		Numbe	r	2		and/or Sta	ation(s)	688+00			575+(00		
	Hea	d Car Ni	umber		Number o	of Cars									
Vehicles		N/A N			N/A	L.	Equip	nent	N/A						
Description	TRST	626 prov	vided a co	ompre	ehensive j	ob safe	ty briefing.	The briefing	included the	Number	of Defects	s			0

Inspector in Charge - Signature	HAD DAVID BROSKI	Digitally signed by CHAD DAVID BROSKI DN: e-US, o=U.S. Government, ou=FRA FRAChicagolL, ou=DOT FRAChicagolL, cn=CHAD DAVID BROSKI Date: 2017.01.30 09:26:03 -06'00'	Date
Inspector in Charge – Name Chad Broski	Inspection Team Chad Broski		



	work limits, the protection that would be used (Train Approach Warning), hazards	Recommended Finding?	No
	that would be encountered, and the required Personal Protective Equipment (PPE). TRST 626 also reviewed the Roadway Access Guide pertaining to our inspection	Remedial Action Required?	No
	limits. He then inspected the work group to ensure they had the necessary PPE and Roadway Worker Protection (RWP) training. He also required the work group to acknowledge understanding of the on-track safety procedures.	Recommended Reinspection?	No
Remedial Action	N/A	·	

Inspection Activity #	2	Inspe	ction Subj	ect	Genera	l Track (Observation	IS		Activity Co	de	TR	K	WI	PI
Job Briefing Employee Name/Title	TRST	626					mpanied ector?	Yes	Out Brief Conducted	Yes	Time	100 130		Outside Shift	No
Related Reports	N/A					Relat	ed CAPS / F	indings	N/A						
	Ref				Rule or S	OP		Standard		Other / T	ïtle		Checkli	st Refer	ence
Related Rules, SOPs, Standards, or Other	RWP	М						TRST 1000		Permane T-16-07,	nt Order Rev. 1	No.			
	MSRI	PH													
Inspection Location	Ma Tra		Yard	Stati	ion (220	RTA Facility	FTA Office	Track Type	At-grad	e Tu	nnel	Eleva	ted	N/A
	х								index rype	х			х		
Line(s)	J		Track		2		Chain Ma	rker		From				То	
Line(3)	5		Numbe	er	2		and/or Sta	ation(s)	688+00			575+	00		
Vehicles	Hea	Head Car Number Number of Cars Equipment N/A							N/A						
Venicies		N/A N/A													
		he FWSO inspector performed general track observations between chain markers							Number	of Defect	s			3	
	(CM)	(CM) 688+00 and 575+00 on main track J2.								Recommended Finding?					No
	Obse	rvations	s:							Remedia	l Action R	Require	d?		Yes
Description		 Cl A F/ W w m fiz w biz fa a a a a F/ c a fiz a a<!--</th--><th>lear for on ill trains cc WSO note WSO note WSO note vhich WM/ neasured 5 xation fast vas 112 inc ase of rail asteners. T rea due to WSO note ame aerial ue to verti WSO note 1) effective etween note a curve a WSO note</th><th>-comii mplie d joint d a rea ATA re 66 inch tener J ches. T and p chere v the p d mult struct ical de d four e faste on defi t CM J d mult M J2 6</th><th>ng trains. d with Pet t bond wi d condition presenta nes due to plates, ar here was late) that were mul umping a tiple loos ture desc flection of (4) missi ner even lective fas (2 618+90) tiple long 30+00 - 0</th><th>ermaner res wer on at CN tive pla o the rai d the d a 1/2-i was co tiple loc ction of e or mis ribed al of the rai ng Panc ly break iteners)). section CM J2 6</th><th>nt Order No e detached A J2 632+60 ced a 15 Mi il not seated istance bett nch vertical ntributing t ose or missi f the rails. ssing fasten oove at app ils. Irol e-Clips located on so of rail layi 10+00.</th><th>. T-16-07, Re at CM J2 65[°] O on an aerial PH speed res d properly in ween effection deflection (g o loose and i ng fasteners ers at the oth roximately C on wood cro- ster (less tha the field side</th><th>7+00. structure in triction. Gauge the direct ve fasteners gap between missing in the general her end of the M J2 630+00 ssties with one</th><th></th><th>ended Re</th><th>inspect</th><th>tion?</th><th></th><th>Yes</th>	lear for on ill trains cc WSO note WSO note WSO note vhich WM/ neasured 5 xation fast vas 112 inc ase of rail asteners. T rea due to WSO note ame aerial ue to verti WSO note 1) effective etween note a curve a WSO note	-comii mplie d joint d a rea ATA re 66 inch tener J ches. T and p chere v the p d mult struct ical de d four e faste on defi t CM J d mult M J2 6	ng trains. d with Pet t bond wi d condition presenta nes due to plates, ar here was late) that were mul umping a tiple loos ture desc flection of (4) missi ner even lective fas (2 618+90) tiple long 30+00 - 0	ermaner res wer on at CN tive pla o the rai d the d a 1/2-i was co tiple loc ction of e or mis ribed al of the rai ng Panc ly break iteners)). section CM J2 6	nt Order No e detached A J2 632+60 ced a 15 Mi il not seated istance bett nch vertical ntributing t ose or missi f the rails. ssing fasten oove at app ils. Irol e-Clips located on so of rail layi 10+00.	. T-16-07, Re at CM J2 65 [°] O on an aerial PH speed res d properly in ween effection deflection (g o loose and i ng fasteners ers at the oth roximately C on wood cro- ster (less tha the field side	7+00. structure in triction. Gauge the direct ve fasteners gap between missing in the general her end of the M J2 630+00 ssties with one		ended Re	inspect	tion?		Yes
Remedial Action		• W Cl • W	M J2 633+ VMATA mi	ust rep 00. ust rep	pair the d	irect fix roken b	ation faster ond wires f	or the joint a	ends of the aeri at CM J2 657+00 field side of the	I.				 CM J2 63	0+00 and



Form FTA-IR-1

United States Department of Transportation Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170128 \/\//		1		
inspection Date	2017	01	28	Report Number	20170128-WMATA-AD-1				
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	TRST	Sub- Department		Compliance	
		Name		Email	Office Phone	9	N	1obile Phone	
Rail Agency Department Contact Information									
Inspection Location	West Falls Ch	nurch (K06) to V	Vienna (K08)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	TRK-GEN-OBS	OPS-RC-OBS			
Inspection Units	1	1	1			
Inspection Subunits	2	2	10			
Defects (Number)	0	3	0			
Recommended Finding	No	No	No			
Remedial Action Required ¹	No	Yes	No			
Recommended Reinspection	No	Yes	No			

Activity Summaries

Inspection Activity #	1	Inspection Sub	ject			ker Protectio	n – Job Safe	ty Briefing	Activity Co	ode	TRK	RWP	OBS	
Job Briefing Employee Name/Title	RWIC # Escorts	#630 s #679 and #60	1			mpanied ector?	Y	Out Brief Conducted	Y	Time	0800 - 1400		Yes	
Related Reports	201610 201608 201608	20160410-WMATA-WHW-1, 20161031-WMATA-AD-1, 20160814-WMATA-RPM-1, 20160812-WMATA-RPM-1, 20160411-WMATA-NAV-1 Ref Rule or S			Related CAPS / Findings									
	Ref	Ref Rule or			OP		Standard		Other / T	itle	C	Checklist Refer	ence	
Related Rules, SOPs, Standards, or Other	MSRPH	MSRPH RWP												
Standards, or Other	RWPM			General										
	Main Track	Yard	Stat	ion (DCC	RTA Facility	FTA Office	T	At-grad	e Tui	nnel	Elevated	N/A	
Inspection Location	х							Track Type	х					
									From			То		
Line(s)	K-Line	-Line Track 1&2			Chain Mar and/or Sta		K1 CM514+00)		K1 CM69	90+00			
		Numb	ei .				1001(3)	K2 CM690+00)		K2 CM5:	2 CM514+00		
Vehicles	Head	l Car Number		Number o	of Cars	Equipr	nent	N/A						

Inspector in Charge - Signature	AMBUR I DALEY	Digitally signed by AMBUR I DALEY DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FMCSAHQ, cn=AMBUR I DALEY Date: 2017 02 06 09:36:20 -05'00'	Date
Inspector in Charge – Name Ambur Daley	Inspection Team // Robert Maniuszko		

	N/A	N/A				
	The job safety briefing was	·			Number of Defects	0
		RWPM was performe curve restricted view			Recommended Finding?	No
Description	pertaining to "H sides of the roa The team includ MSRPH rule of 1 were secured to The RWP rule of Control Center immediately cle Crew used Train if needed. The fence line w center catwalk. Hazards were d ID's and person The briefing for Field Implementation: During our walk required repair Maintenance O during this time as per the chan lifted.	learing Cautions" due dway. ded two escorts, Unit # the day was to ensure o prevent them from f f the day was 3.11. Th (ROCC) communicatio ear the roadway. In Approach Warning (T vas an area to clear. O iscussed. al protective equipme m was signed by all. It the team reported th perations Control (MC e and a red tag was issi ges prior to the single ing was always provide	to the proximity of R 4679 and Unit #601. that any cables that alling. e rule stated that if R n was lost that you h FAW) with an Advance ne section required of nt (PPE) were checked an expansion joint ca be condition to ROCC DC). Single tracking w ued. The RWIC re-bri track and as the sing	 t. 66 on both were to be cut tail Operations ad to ted Watchman clearing to a ed. ble that and as established efed the group le track was 	Remedial Action Required? Recommended Reinspection?	No
Remedial Action	N/A					

Inspection Activity #	2	Insp	ection Subj	ect	Roadwa Action F	'		tions and Re	medial	Activity Co	de	TR	К	GEN	OBS
Job Briefing Employee Name/Title	RWIC Escor) 79 and #601			Accor Inspe	mpanied ctor?	Y	Out Brief Conducted	Y	Time	0800 140	-	Outside Shift	Yes
Related Reports	20162 20160 20160	1031- 0814- 0812-	WMATA-WH WMATA-AD WMATA-RP WMATA-RP WMATA-NA	-1, M-1, M-1,		Relat	ed CAPS / F	indings							
Deleted Bules CODe	Ref				Rule or S	ОР		Standard	•	Other / T	itle		Check	list Refe	ence
Related Rules, SOPs, Standards, or Other	MSRP	РΗ			General										
	TRST	1000			General										
Inspection Location	Mai Trac		Yard	Statio	on C	осс	RTA Facility	FTA Office	Track Type	At-grade	e Tui	nnel	Elev	ated	N/A
	x								Пасктуре	х					
			Track				Chain Ma	kor		From				То	
Line(s)	K-Line	9	Numbe	r	1&2		and/or Sta		K1 CM514+00 K2 CM690+00		K1 CM690+00 K2 CM514+00				
	Hea	ad Car	r Number	١	lumber c	of Cars									
Vehicles		N,	/A		N/A		Equip	ment	N/A						
			oservations:	•	•				1	Number	of Defect	s			3
								ail expansion veld. The cab	joint jumper le was lving	Recomm	ended Fir	nding?			No
Description			under the t	hird ra	il with an	expose	ed end. The	RWIC report	ted the	Remedia	Action R	equire	d?		Yes
			was establis	shed a	CC and MOC. While the team was out, single tracking I and a red tag was issued to allow for repairs. The mpleted. (This item is Closed)				Recommended Reinspection			ion?		Yes	



	 From K1 CM632+00 to K1 CM632+60 the third rail cover is knocked off and the third rail is angled. The team observed numerous third rail contact shoes lying on the ground in the area. This area requires follow- up. At K2 CM568+00 there is a third rail crossover bond cable that is capped but lying against the retaining wall. The cable should be properly terminated. At K2 CM547+50 the negative return cable has a gouge in it that exposes the inner conductor. This exposed conductor should be repaired. Remedial Action verification: The following remedial actions were found to be completed with no further follow- up necessary. These are now considered closed. 449 451 450 452 922 921 919 216 		
	 The following remedial actions were found to be incomplete: 1002 – The third rail heater tape fuse boxes are still lying on the ground with exposed wires. They are in a state of disrepair. 917 – The ETS box had a new door installed. However, there was no map on the door and the wiring junction box below was missing the cover. The wires and power supply were exposed. The latch was also missing. 218 – Two of three of the insulators are still cracked at the base. 1001 – The return cable is still covered with a heavy application of electrical tape. Power needs to install the proper type of splice cover. 921 – The box has a new latching cover but there is no map installed within. 918 – The box has a new cover. However, the wiring junction box is fully avaged to the elements. 		
Remedial Action	 exposed to the elements. WMATA should address the three items below as indicated: From K1 CM632+00 to K1 CM632+60 the third rail cover is knocked off and third rail contact shoes lying on the ground in the area. This area requires f At K2 CM568+00 there is a third rail crossover bond cable that is capped by properly terminated. At K2 CM547+50 the negative return cable has a gouge in it that exposes the repaired. WMATA should also complete the required remedial actions on the following items. Fermain open. 1002 – The third rail heater tape fuse boxes are still lying on the ground within 2. 917 – The ETS box had a new door installed however there was no map on missing the cover. The wires and power supply were exposed. The latch was 218 – Two of three of the insulators are still cracked at the base. 1001 – the return cable is still covered with a heavy application of electrica cover. 921 – The box has a new latching cover but there is no map installed within 6. 918 – The box has a new cover however the wiring junction box is fully explane. 	Follow-up. at lying against the retaining wall. The he inner conductor. This exposed conc Please note these were previously repo th exposed wires. They are in a state of the door and the wiring junction box has as also missing. Il tape. Power needs to install the prop n.	cable should be ductor should be orted and still of disrepair. below was

Inspection Activity #	3	Inspection Subject	Perman	ent Order T-16-07	Observation	S	Activity Co	ode	OPS	RC	OBS
Job Briefing Employee Name/Title		C #630 rts #679 and #601		Accompanied Inspector?	Y	Out Brief Conducted	Y	Time	0800 - 1400	Outside Shift	Yes
Related Reports	2016 2016	0410-WMATA-WHW-1 1031-WMATA-AD-1, 10814-WMATA-RPM-1, 10812-WMATA-RPM-1,	,	Related CAPS / F	indings						



	20160411	-WMATA-NA	4V-1											
	Ref			Rule or S	OP		Standard		Other / Title			Checklist Refe	erence	
Related Rules, SOPs, Standards, or Other	Permanen	t Order		T-16-07	rev. 1									
Increation Location	Main Track	Yard	Stati	ion (CC	RTA Facility	FTA Office	Treak Ture	At-grade	Tur	nnel	Elevated	N/A	
Inspection Location	х							Track Type	х					
		Turk				Chair Ma			rom			То		
Line(s)	K-Line Track		er	1&2		Chain Marker and/or Station		K1 CM514+00	K1 CM690+0			V1690+00		
	Number							K2 CM690+00			K2 CN	2 CM514+00		
Male and a	Head Ca	r Number		Number o	of Cars									
Vehicles	N	I/A		N/A	A	Equip	ment	N/A						
					•		ring this wall	k. All train	Number of [Defect	s		0	
Description	operators	were compl	iant w	ith Perma	anent C	0rder T-16-0	7.		Recommend	led Fir	nding?		No	
Description									Remedial Ac	tion R	equire	d?	No	
									Recommend	led Re	inspect	tion?	No	
Remedial Action	N/A													

Photos:



Figure 1 - K1 CM588+80 - Expansion Joint Cable - WMATA repaired immediately







Figure 2 - ETS Boxes (Both) CM630+00



Figure 3 - K2 CM568+00 - X-over return lead lying against retaining wall



Form FTA-IR-1

Agency/Department Information

Increation Date	YYYY	MM	DD	Report Number	20170129-WMATA-AMD-1					
Inspection Date	2017	01	29	Report Number						
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	TRST	Sub- Dep	artment			
		Name		Email	Office Phone	9	N	Nobile Phone		
Rail Agency Department										
Contact Information										
Inspection Location	D line									

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	TRK-WI-OBS	TRK-WI-PI	TRK-WI-QAI		
Inspection Units	1	1	1	1		
Inspection Subunits	1	5	10	1		
Defects (Number)	0	4	10	0		
Recommended Finding	No	No	No	No		
Remedial Action Required ¹	No	No	Yes	No		
Recommended Reinspection	No	No	Yes	No		

Activity Summaries

-											1			
Inspection Activity #	1 Ir	spection Sub	ject	Roadwa	iy Work	er Protecti	on		Activity Co	de	TR	K	RWP	OBS
Job Briefing Employee Name/Title	RWIC 61 Watchm	85 an/Lookout 6	216		Accor Inspe	npanied ctor?	Yes	Out Brief Conducted	No	Time	0800 130		Outside Shift	Yes 0800 to 0830
Related Reports					Relat	ed CAPS /	Findings							
	Ref			Rule or S	OP		Standard		Other / T	itle		Check	list Refer	ence
Related Rules, SOPs, Standards, or Other	RWPM													
standards, or other														
	Main Track	Yard	Stat	tion (DCC	RTA Facility	FTA Office	Treads Tread	At-grade	e Tui	nnel	Eleva	ated	N/A
Inspection Location	х							Track Type			х			
Lino(a)	D	Track		1		Chain Ma	rker		From				То	
Line(s)	D	Numb	er	1		and/or St	ation(s)	135+00			114+	00		
	Head	Car Number		Number o	of Cars									
Vehicles		N/A		N/A		Equip	ment	N/A						
Description		C conducted							Number	of Defect	s			0
		-				0	•	The Roadway After authority	Recomm	ended Fir	nding?			No
	WORKER		, , , , , ,		մու Վիե		·····ˈˈˈˈˈː / / / / / / / / / / / / / / / / /	ancer authority	Remedia	l Action R	equire	d?		No

¹ The rail transit agency must provide FTA with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial Action. Closeout of Remedial Actions may also be subject to ongoing FTA verification inspections to ensure corrections are sufficient and effective.

Inspector in Charge – Signature	NGELA M DLUGER	Digitally signed by ANGELA M DLUGER DN: e-US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=ANGELA M DLUGER Date: 2017.02.03 17:11:42 -05'00'	Date February 3, 2017
Inspector in Charge – Name	Inspection Team		
Angela Dluger	Kevin McDonald		

Form FTA-IR-1 Version date: 8/26/16



	was granted from the Rail Operations Control Center (ROCC), the Watchman/Lookout used Individual Train Detection (ITD) to enter the track zone and established TAW.	Recommended Re-inspection?	No
Remedial Action	N/A		

Inspection Activity #	2 In	spection Subj	ect	Track in	nspectio	n/observati	on		Activity Co	ode	TR	K	WI	OBS
Job Briefing Employee Name/Title	RWIC 618 Watchma	35 an/Lookout 62	216			mpanied ector?	Yes	Out Brief Conducted	No	Time	0800 130		Outside Shift	Yes 0800 to 0830
Related Reports					Relat	ed CAPS / F	indings			1				
	Ref			Rule or S	SOP		Standard	·	Other / 1	ītle		Check	dist Refer	ence
Related Rules, SOPs, Standards, or Other	MSRPH			Permane revision		er T-16-07								
	MSRPH			4.227 (d)			1						
Inspection Location	Main Track	Yard	Statio	on (осс	RTA Facility	FTA Office	Track Type	At-grad	e Tu	nnel	Elev	ated	N/A
	x							index type			х			
Line(s)	D	Track		1		Chain Ma			From				То	
- (-)	Number and/or Station(s) 135+00 114+00													
Vehicles		ar Number N/A	1	Number o N/A		Equip	ment	N/A						
Description	B, bullet train is p crew bef	point 4, which ast personnel ore 30 second At 0835 hoi head end ci MPH then r within 24 se At 0849 hoi head end ci MPH then r within 25 se At 0933 hoi head end ci MPH then r within 22 se At 1103 hoi head end ci MPH then r within 20 se	n state: ." The l ls have urs, a é ar # 60 rapidly econds urs, a é ar # 60 rapidly econds urs, a é ar # 50 rapidly econds urs, a é ar # 50 rapidly econds	s that tra last car c e elapsed 5 car train 186 appro accelera 5. 5 car train 139 appro accelera 5. 5 car train 123 appro accelera 5. 5 car train 123 appro accelera 5. 5 car train 126 appro accelera 5.	ains mus of a 6 ca I. Howen n outbo pached w ited. The n outbo pached w ited. The n outbo pached w ited. The n outbo pached w	st "continue r WMATA ti ver the follo und from G work crew r e rear end c work crew r e rear end c und from G work crew r e rear end c und from G work crew r e rear end c	at 10 MPH i rain must no owing was ob apitol South nembers on ar passed cri- apitol South nembers on ar passed cri- apitol South nembers on ar passed cri- apitol South nembers on ar passed cri-	station with catwalk at 10 ew members station with catwalk at 10 ew members station with catwalk at 10 ew members station with catwalk at 10 ew members	Recomm	of Defect ended Fir	nding?	d?		4 No No
			is reme	cului ucti			7. 1-10-0-7 ai	id continues to						
		FTA has issued previous remedial actions concerning P.O. T-16-0-7 and continues to monitor compliance.							Recomm	ended Re	-inspec	tion?		No

Inspection Activity #	3	Inspection Subject	Track in	spection/physical i	nspection		Activity Co	de	TRK	WI	PI
Job Briefing Employee Name/Title		C 6185 hman/Lookout 6216		Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	0800 to 1300	Outside Shift	Yes 0800 to 0830
Related Reports				Related CAPS / Findings							
Related Rules, SOPs,	Ref		Rule or S	OP	Standard		Other / T	ïtle	Ch	ecklist Refere	ence
Standards, or Other	TRST	1000		.11.7 & table tion 6.14.2.1 &							



			t	able 6.4; section	on 3.2.2.4						
Inspection Location	Main Track X	Yard	Statio	n OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunr		ted N/A
Line(s)	D	Track Numbe	er	1	Chain Ma and/or St		135+00	From		114+00	То
Vehicles		r Number I/A	N	umber of Cars N/A	Equip	ment	N/A				
		ving issues w		erved: , 131+00219+9		1000 costion	- F 11 7 and	Number of	Defects		10
				, 131+00219+9 king): <i>If a Trac</i>				Recommen	ded Find	ding?	No
Description	or 40 that and Crac 114- Tunr linin	0 MPH. H: Re condition do schedule rai ked grout pa -20 nel lining lea	eplace R b <i>es not r</i> l for grir ads, 130 ks: 121-	ail. <i>If a Track</i> require rail to b nding, welding +20 (5 in a rov +40, 119+00, 1	Supervisor o oe replaced: , or replacer w), 128+60, 1 .17+50, and	r Track Walk E: Limit spee nent" 125+50, 115- 115+00. The	-50, and	Remedial A	ction Re	quired?	Yes
								Recommen	ded Re-i	inspection?	Yes
Remedial Action	 Per pad <	RRST 1000, s at 130+20. FRST 1000, s at 128+60. FRST 1000, s at 125+50. FRST 1000, s at 115+50. FRST 1000, s at 114+20. FRST 1000, s FRST 1000, s	ection 6 ection 6 ection 6 ection 6 ection 6 ection 3 ection 3 ection 3	5.14.2.1 and ta 5.14.2.1 and ta 5.14.2.1 and ta 5.14.2.1 and ta 5.2.2.4, WMAT 5.2.2.4, WMAT 5.2.2.4, WMAT	ble 6.4, WM ble 6.4, WM ble 6.4, WM ble 6.4, WM ble 6.4, WM A must seal A must seal A must seal	ATA must re ATA must re ATA must re ATA must re ATA must re ATA must re tunnel lining tunnel lining	move defective move defective move defective move defective	grout pads and grout pads and grout pads and grout pads and e for a dry and s for a dry and s for a dry and s	l replace l replace l replace l replace safe catv safe catv safe catv	e with new re-e e with new re-e e with new re-e e with new re-e walk at 121+40 walk at 119+00 walk at 117+50	

Inspection Activity #	4	Inspec	tion Subj	ect	Track In	spectio	on/quality a	ssessment of	contractors	Activity Co	de	TR	K	WI	QAI
Job Briefing Employee Name/Title	RWIC 6185 Watchman/Lookout 6216					mpanied ector?	Yes	Out Brief Conducted	No	Time	0800 130		Outside Shift	Yes 0800 to 0830	
Related Reports						Relat	ed CAPS /	Findings							
	Ref Rule or SO				ОР		Standard		Other / T	ïtle		Chec	klist Refer	ence	
Related Rules, SOPs, Standards, or Other															
luces at a set in a	Maii Trac		Yard	Stati	on C	осс	RTA Facility	FTA Office	Treads Torra	At-grade	e Tu	nnel	Ele	vated	N/A
Inspection Location	x								Track Type			х			
1		1	Track				Chain Ma	rker		From				То	
Line(s)	D		Numbe	er	1		and/or St	ation(s)	135+00			114+(00		
Mahtala a	Hea	d Car N	umber	1	Number o	of Cars	F								
Vehicles		N/A			N/A		Equip	ment	N/A						
Description			•				•	rming requir		Number of Defects				0	
Description	track inspections. Contract inspectors performed detailed turnout and switch Reco						Recomm	Recommended Finding?				No			



Remedial Action	N/A		
		Recommended Re-inspection?	No
	 and comprehensive inspection. Contractors are limiting inspections to track, geometry, fasteners and not to operating practices. Contractors may be using or piloting the new draft TRST 1000, revision 7, which will be submitted to FWSO at the end of Feburary. Contract inspectors are listing loose anchor bolt washers as a defective condition, even though the anchor bolt itself is 90% to 95% solidly inserted into the concrete pad. Per TRST 1000, section 7.9.2.5 (b), the FWSO inspector does <i>not</i> concur. <i>7.9.2.5 section (b): "Direct fixation fasteners are considered defective from a maintenance point of view when:a) The rail clip is broken; b) One anchor bolts is missing, broken, or so loose as to be rendered ineffective on one pad"</i>. These anchor bolts are not loose, only the washer is. 	Remedial Action Required?	No
	inspections to include gauge, crosslevel, guard face gauge, flangeway width and depth, fasteners, and surface and alignment. Contractors performed a thorough		

Photos:





















Agency/Department Information

Federal Transit Administration

Inspection Date	YYYY	MM	DD	Report Number	20170130-WMATA-AD-1						
inspection Date	2017	01	30	Report Number	20170150-WIWATA-AD-1						
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	TRST	Sub- Dep	Maintenance				
		Name		Email	Office Phone		Mobile Phone				
Rail Agency Department											
Contact Information											
Inspection Location	A Line, track	ine, track 1, between Bethesda (A-09) and Medical Center (A-10)									

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	TRK-GEN-INS				
Inspection Units	1	1				
Inspection Subunits	27	3				
Defects (Number)	0	3				
Recommended Finding	No	Yes				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1 1	nspection Sub	iact	Poadwa	w Work	or Protoctic	on – Job Safe	ty Briofing	Activity Co	do	TR	K	RWP	OBS
Job Briefing Employee		NIT 6172	ject	Noauwa	Accor	Accompanied Inspector?		Out Brief Conducted	Yes	Time	100	00	Dutside Shift	No
Name/Title Related Reports						Related CAPS / Findings								
	Ref Rule or S			OP		Standard		Other / T	itle		Check	ist Refer	ence	
Related Rules, SOPs, Standards, or Other	RWPM	RWPM												
Increation Location	Main Track	Yard	Stat	tion C	осс	RTA Facility	cility Office		At-grad	e Tur	nnel	Eleva	ated	N/A
Inspection Location	х		>	ĸ				Track Type			х			
Lino(a)	A Line	Track		1		Chain Marker			From			То		
Line(s)	A LINE	Numb	er	1		and/or Sta	ation(s)	Bethesda A-09	09 Medical Center A-10					
Makida a	Head	Car Number		Number o	of Cars			N1 / A						
Vehicles		N/A		N/A		Equip	ment	N/A						
	The job safety briefing was provided by TRST Unit 6172 at the briefing table,								Number	of Defect	s			0
Description	escription					orough and fully compliant with WMATA				Recommended Finding?				No
	requirements. It included WMATA level 1 ID check, personal protective equipme						ve equipment	Remedial Action Required?				No		

Inspector in Charge - Signature			Date
	AMBURIDALEY	Digitally signed by AMBUR I DALEY Dist: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FMCSAHQ, cn=AMBUR I DALEY Date: 2017.02.06 09:01:21 - 05:00'	
Inspector in Charge – Name	Inspection Team		
Ambur Daley	Alexander Nepa		



	(PPE) inspection, type of protection in place, potential hazards and hot spots, the hospital location, and the safety rule (4.71). The FWSO inspector observed the application of shunts, warning lights, and work zone mats. All roadway workers had the required PPE. No exceptions were taken with the job safety briefing or the work zone set-up.	Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Insp	ection Subj	ject	Track G	General	Inspection			Activity Co	de	TR	RK	GEN	INS
Job Briefing Employee Name/Title	SAFE	UNIT	207				Ves		Out Brief Conducted	Yes	Voc Timo		00 30	Outside Shift	No
Related Reports						Rela	ted CAPS /	Findings					İ		
	Ref	Ref R				SOP		Standard		Other / T	itle		Chec	klist Refe	rence
Related Rules, SOPs, Standards, or Other	TRST 1000														
Standards, or other															
luces stice to estimate	Mai Trac		Yard	Stati	on	осс	RTA Facility	FTA Office	Treads True a	At-grade	e Tu	nnel	Ele	vated	N/A
Inspection Location	x								Track Type			Х			
Line(s)	Red Line Track 1					nain Marker nd/or Station(s) Bethesda, A-C				Medi	ical Cer	To nter, A-10)		
	Неа	ad Car	· Number		Number	of Cars									·
Vehicles		N/	/A		N/	A	Equip	ment	N/A						
										Number	of Defec	ts			3
			ion of A Line ne work zon					s prime mov	er while	Recomm	ended Fi	nding?			Yes
	liuve	ing ti	ie work zon	c, unu	the follo	owing u		noticeu.		Remedia	l Action F	equire	d?		Yes
Description		 At CM 363+00, missing end cover board. (TRST 1000, 13.3.15) At CM 325+00 missing cover board. (TRST 1000, 13.3.15) At CM 407+10, unsecure tunnel light. One side was not secured, allowing light to hang. (TRST 1000, 10.15) Recommended Reinspection? Yes											Yes		
Remedial Action		 At CM 363+00, WMATA must replace the missing end cover board. At CM 325+00, WMATA must replace the missing cover board. At CM 407+10, WMATA must secure the hanging tunnel light. 													



Form FTA-IR-1

Agency/Department Information

Federal Transit Administration

Agency/Department mon		[T									
Inspection Date	YYYY	MM	DD	Report Number	20170130-WN							
inspection Date	2017	01	30	Report Number	20170130-000	VIATA-AD-2						
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	RTRA	Sub- Department	N/A					
		Name		Email	Office Phon	e	Mobile Phone					
Rail Agency Department Contact Information												
Inspection Location	Orange Line, Metro Center											
Inspection Summary												
Inspection Activity #	1		2	3	4	5	6					
Activity Code	RTRA-R	I-OBS										
Inspection Units	1											
Inspection Subunits	N/A	4										
Defects (Number)	0											
Recommended Finding	No)										
Remedial Action Required ¹	No											
Remedial Action Required												

Activity Summaries

Inspection Activity #	1	Inspect	tion Subje	ect	Rail Com	nplianc	e Observatio	on		Activity Co	de	RTR	A	RI	OBS
Job Briefing Employee Name/Title	N/A						mpanied ector?	No	Out Brief Conducted	No	Time	1500- 1900	-	Outside Shift	Yes
Related Reports	N/A					Relat	ted CAPS / F	indings	N/A						
	Ref Rule or				Rule or S	OP		Standard		Other / T	itle		Checkli	ist Refere	ence
Related Rules, SOPs, Standards, or Other	MetroRail Safety Rules and Procedures Handbook 1.46-1.5 MSRPH 0 3.87 3.87 3.119, 3. 16-07 3.121,3.			3.87 3.119, 3.1 3.121,3.1 3.141 SOP# 12,)perati 120, 21.1, 3	ng Rules 3.79.1,									
	Mair Trac	Y	Yard	Statio	on C	OCC	RTA Facility	FTA Office		At-grade	e Tu	nnel	Elevat	ted	N/A
Inspection Location	х	N		x			raciiity	Unice	Track Type						x
Line(s)	Orang	je	Track Numbei	r N/A			Chain Marker and/or Station(s)		From		То				

¹ The rail transit agency must provide FTA with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial Action. Closeout of Remedial Actions may also be subject to ongoing FTA verification inspections to ensure corrections are sufficient and effective.

Inspector in Charge - Signature	AMBURIDALE	Digitally signed by AMBUR I DALEY DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FMCSAHQ, cn=AMBUR I DALEY Date: 2017.02.06 10:40:18 -05'00'	Date
Inspector in Charge – Name	Inspection Team		
Ambur Daley	Chris Difatta		

Form FTA-IR-1 Version date: 8/26/16



Mahalan	Head Car Number	Number of Cars	F	D1 (A		
Vehicles	N/A	N/A	Equipment	N/A		
		ducted observations on t	•		Number of Defects	0
		sitioned himself at the 8 in operator compliance v	Recommended Finding?	No		
				Remedial Action Required?	No	
Description	 Head out of Application smooth and Verified plat window. Looked at de the doors fo Opened the announcem Observed tr customers w Closed the w the train for Sixteen trains were obs The FWSO Inspector ob Center to observe train including the following: Made prope Made prope Made prope Made prope Made prope 	vere not hit or trapped w vindow and looked in the ward. verved, and no exceptions served train operations f operator compliance wit	ng an 8 car consist. th smooth station sta eccleration. sticking his/her head rain to verify any act opening the doors. form side, and made side cab window to a ithin doors. direction of travel be swere taken. from New Carrollton to the announcement read departing initial term berthed at the station oped due to another train would be arrivir	ops and out of the cab ivity in front of e station ensure that efore moving to Metro quirements, inal. n. train crossing	Recommended Reinspection?	Νο
Remedial Action	N/A					1



Agency/Department Information

Form FTA-IR-1

United States Department of Transportation Federal Transit Administration

		YYYY	M	М	DD										
Inspection Date	-	2017	01		30	Re	port Numbe			ЛАТА-	AD-3				
Rail Agency Name		Washington				it Rai	I Agency	F	ROCC		Sub- D	epartm	ent	N/A	
		Authority					partment								
Rail Agency Department	t	1	Name			E	mail			Office Phon	e		N	lobile Pho	one
Contact Information															
Inspection Location		Carmen Turn 3500 Pennsy			e, MD 2	0785									
Inspection Summary															
Inspection Activity #		1			2		3			4		5			6
Activity Code		ROCC-RC-OBS													
Inspection Units		1													
Inspection Subunits		0													
Defects (Number)		0	0												
Recommended Finding		No													
Remedial Action Require	ed1	No													
Recommended Reinspe	ction	No													
Activity Summaries						L									
Inspection Activity #	1	Inspection Su	bject		equired	Actions Ol	y Manageme oservation of			Activity Co	de	RO	сс	RC	OBS
Job Briefing Employee Name/Title	N/A			1		mpanied ector?	N/A	Out B Condu	-	Yes	Time	Vario	ous	Outside Shift	No
Related Reports		Management Final Report, J			Relat	ted CAPS /	Findings	Requi	red Acti	ons: R-1-7-b					1
	Ref			Rule or S	SOP		Standard			Other / T	itle		Check	dist Refer	ence
Related Rules, SOPs, Standards, or Other		Rail Safety Rul ocedures ook	es					х)	K			х	
-	Perma	nent Order		NO. T-16	5-10										
Inspection Location	Main Track	Yard	Stati	ion	осс	RTA Facility	Main Track	Yard		At-grade	e Tu	nnel	Elev	rated	N/A
Inspection Location					х										х
Line(s)	N/A	Track		N/A		Chain Ma and/or St		N/A		From		N/A	· 	То	
	Неас	d Car Number		Number	of Cars										
Vehicles	Неас	d Car Number N/A		Number N/A		Equip	ment	N/A							

Inspector in Charge - Signature		Digitally signed by AMBUR I DALEY DN: c=US, o=US. Government, ou=DOT Headquarters, ou=FMCSAHQ, cn=AMBUR I DALEY Date: 2017.02.07 10:14:01 -05'00'	Date
Inspector in Charge – Name Ambur Daley	Inspection Team Tamara Powell		



available for all three Ops stations over the course of four shifts, in response to	Recommended Finding?	No
recent investigations of rail traffic controller (RTC) performance following incidents.	Remedial Action Required?	No
Observations related to SMI report findings:		
• R-1-7-b: "WMATA must enhance RTC reference materials to direct		
internal operations at the ROCC, including the use of the Advanced		
Information Management System, visual schematics of WMATA stations		
and facilities, and internal ROCC administrative policies and procedures."		
 There were several different reference materials available at each console to assist with troubleshooting, internal policy, general 		
information, and special orders, as follows:		
 Power Reconfiguration Playbook – Assists with identification 		
and activation of power breakers. (Available at all three Ops		
consoles)		
 TRST Specialized Equipment – Provides visual reference of 		
right-of-way (ROW) equipment and vehicles used by track personnel, not including revenue vehicles. (Available on all		
three Ops consoles)		
 Office of Emergency Management (OEM) CB-EMIS Guidebook 		
 A reference guide for chemical biological emergency 		
management information system, including alarms, purpose,		
and response.		
(Available on all three Ops consoles) Roadway Protection Manual (2014) – The current manual for 		
 Roadway Protection Manual (2014) – The current manual for roadway worker policies, procedures, and rules. 		
(Available on all three Ops consoles)		
 Rail Transportation Standard Radio Verbiage (2013) – The 		
ROCC internal guide regarding proper radio protocol and		
procedures (Available on all three Ops consoles)		
 Exception noted: The manual did not contain 		
information from current radio communication class, nor recent Permanent Order No. T-16-10.		
 ROCC will conduct a review of the manual to include 		
current policies and procedures, specifically 100%		
read-back and "over" & "out" mandate.	Recommended Reinspection?	Yes
 Ops Resource Binder (not dated) – A compilation of all 		
relevant information, ROCC policies & procedures,		
memorandums, plus general information and reference material specific to each console. (Available on all three Ops		
consoles)		
 Exception noted: The inspector found discrepancies of 		
information after a quality control check. Some		
binders had information others binders were missing.		
ROCC was advised to perform a review of binders for		
updated information and consistency of information provided across each console.		
 ROCC has taken the inspector's recommendation 		
under advisement and will notify inspector once		
review and update is complete.		
review and update is complete. MSRPH (Metro Safety Rules and Procedures Handbook) – The		
review and update is complete. MSRPH (Metro Safety Rules and Procedures Handbook) – The Metro employee rulebook		
review and update is complete. MSRPH (Metro Safety Rules and Procedures Handbook) – The Metro employee rulebook Exception noted: The rulebook was missing on Ops 2 		
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	 The checklist has since undergone revisions, and is currently under FTA review. 	
	 Troubleshooting Guide – The RTC reference manual to troubleshoot train defects and anomalies. (Available on all three Ops consoles) 	
	 Troubleshooting Guide (7K Train Series) – The troubleshooting guide specific to the 7K series. 	
	 Exception noted: The guide was missing on Ops 2 console, and the guide appeared to be incomplete. 	
	 The ROCC responded to this observation by noting that the troubleshooting guide will be updated based on the two-day 7k series refresher curriculum the Training Department of the refresher curriculum the 	
	Training Department developed. All RTCs are currently participating in or scheduled to participate in this mandatory training.	
	 ROCC Daily Activity Log – The recording log for all defects and line anomalies. This working document is updated daily. (Available on all three Ops consoles) 	
	The FWSO Inspector spoke with Acting ROCC Director, and will conduct follow up on exceptions taken during this observation that have not yet been addressed.	
Remedial Action	N/A	



Form FTA-IR-1

Federal Transit Administration

Agency/Department mon									
Increation Date	YYYY	MM	DD	Donout Number	20170131-WN	/ A T A A A	10 1		
Inspection Date	2017	01	31	Report Number	20170131-001				
Rail Agency Name	Washington Authority	Metropolitan	Area Transit	Rail Agency Department	RTRA Sub-Department N/A				
		Name		Email	Office Phone	9	Ν	Aobile Phone	
Rail Agency Department Contact Information									
Inspection Location	Shady Grove	Yard							
Inspection Summary									
Inspection Activity #	1		2	3	4	5		6	
Activity Code	RTRA-R	I-OBS							
Inspection Units	1								
Inspection Subunits	N/.	A							
Defects (Number)	0								
Recommended Finding	No)							

Activity Summaries

Remedial Action Required¹

Recommended Reinspection

No

No

Inspection Activity #	1	Inspe	ection Subj	ect	Rules Compliance Inspection					Activity Co	de	RTF	RA	RI	OBS
Job Briefing Employee Name/Title	John	DeFilip	ро	·			mpanied ector?	Yes	Out Brief Conducted	Yes	Yes Time		-	Outside Shift	No
Related Reports	N/A					Rela	ted CAPS / F	indings	N/A						
Related Rules, SOPs, Standards, or Other	and I	roRail Sa Procedu Ibook	afety Rules ures		3.87 3.119, 3. 3.121,3.2 3.141	Genera 2 4 Dperati 120, 121.1, 3	ng Rules	Standard		Other / Title			Checklist Referenc		
	Ma Tra		Yard	Statio	on (осс	RTA Facility	FTA Office		At-grade	e Tu	nnel	Ele	evated	N/A
Inspection Location			x						Track Type						х
Line(s)	N/A		Track		N/A		Chain Mar	ker		From			То		

¹ The rail transit agency must provide FTA with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial Action. Closeout of Remedial Actions may also be subject to ongoing FTA verification inspections to ensure corrections are sufficient and effective.

Inspector in Charge - Signature	NGELA M DLUGER	Digitally signed by ANGELA M DLUGER DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, cn=ANGELA M DLUGER Date: 2017.02.03 17:17:58 -05'00'	Date February 3, 2017
Inspector in Charge – Name	Inspection Team		
Angela Dluger	Chris Difatta		

Form FTA-IR-1 Version date: 8/26/16



		Number		and/or Station(s)		N/A		N/A
Vahialaa	Head Car Nu	umber	Number of Cars	- Faultaneat	NI/A			
Vehicles	N/A		N/A	Equipment	N/A			
				t the Shady Grove Rail	Facility, the	Number of Defect	S	0
	following yard	observations	s were conducted:			Recommended Fir	nding?	No
	• Sec	curement:				Remedial Action R	Required?	No
Description	• Rac • Safe	hand Oper ily put ins: FWS0 Oper of 17 excep dio procedure FWS0 with "wor fety Stops: FWS0 check with	brake compliance. ating Rule 3.126. O Inspector positio ator's Control Tow train sets arrived i ptions were taken. es: O inspector observ regard to the "ove d for word" repeat O inspector observ	ed 9 trains arrive at the ty stops. All trains were	bliance with clocking but ins. A total r. No munication as and positive facility and	Recommended Re	inspection?	No
Remedial Action	N/A							1



Federal Transit Administration

Form FTA-IR-1

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number					
Inspection Date	2017	01	31	Report Number	Number 20170131-WMATA-AMD-2				
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	ROCC	Sub- Dep	artment	N/A	
Rail Agency Department		Name		Email	Office Phone	е	Ν	Aobile Phone	
Contact Information									
Inspection Location	Carmen Turn 3500 Pennsy	er Facility Drive, Hyattsv	ille, MD 2078	5					

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	ROCC-RC-OBS					
Inspection Units	1					
Inspection Subunits	0					
Defects (Number)	0					
Recommended Finding	No					
Remedial Action Required ¹	No					
Recommended Reinspection	No					

Activity Summaries

Inspection Activity #	1	Inspection	Subject	t (S	SMI) Re	compliance & Safety Management Inspection lequired Actions Observation of Rail Traffic llers (RTC)				Activity Code RO		ROC	c	RC	OBS
Job Briefing Employee Name/Title	N/A					Accompanied Inspector?		N/A	Out Brief Conducted	No	Time	110 150	-	Outside Shift	No
Related Reports		y Manageme), Final Repor				Related CAPS / Findings Required Action				d Actions: R-3: R-1-3-a & R-1-3-b, R-1-6-a, R-1-8-a, and				and R-1-9-a	
	Ref			Ru	le or S	OP		Standard		Other / T	itle		Check	klist Refer	ence
Related Rules, SOPs, Standards, or Other	and F Hand Work	MetroRail Safety Rules Roadwa and Procedures Protect Handbook and Roadway (FT) Pro Worker Protection Manual (2014)			otectio	n—(3)	r Foul Time		х	:	x				
	Perm	anent Order		NC	D. T-16	-10									
Increation Location	Ma Tra	Yard	d S	tation	С	осс	RTA Facility	Main Track	Yard	At-grade	e Tu	nnel	Elev	vated	N/A
Inspection Location						x									х
12 (-)		Tra	ack				Chain Ma	ker		From				То	
Line(s)	N/A	Nu	umber	' I I	N/A		and/or Sta	ation(s)	N/A			N/A			
	He	ad Car Numb	ber	Nu	mber o	of Cars									
Vehicles		N/A			N/A		Equip	ment	N/A						

Inspector in Charge - Signature	NGELA M DLUGER	Digitally signed by ANGELA M DLUGER DN: c=US, o=U.S. Government, ou=FTAHQ, ou=DOT Headquarters, n=ANGELA M DLUGER Date: 2017.02.13 13:59:18 -05'00'	Date February 13, 2017
Inspector in Charge – Name Angela Dluger	Inspection Team Tamara Powell		



			ſ
	An FWSO inspector conducted an observation at the Rail Operations Control Center	Number of Defects	0
	(ROCC) of the rail traffic controllers (RTC) on the afternoon shift at the Ops 2 console, which controls and over-sees operations on the Orange, Silver, and Blue	Recommended Finding?	No
	lines. The FWSO inspector performed an observation and compliance check that	Remedial Action Required?	No
	 focused mainly on ROCC required actions and radio usage and operation (General Rules, #1.69 – 1.88 and Permanent Order T-16-10). The observation and compliance check were based on findings from the Safety Management Inspection (SMI) report (both open and closed findings), as well as rules from the MetroRail Safety Rules & Procedures Handbook. Observations related to SMI report findings: 		
	• Finding R-3: "RTCs receive limited refresher training and no road days."		
	• <i>R-1-3-a: "WMATA must establish a program to provide each RTC with mandatory road days for territory familiarization and to keep up with the second days for territory familiarization and to keep up with the second days for territory familiarization and to keep up with the second days for territory familiarization and to keep up with the second days for territory familiarization and to keep up with the second days for territory familiarization and to keep up with the second days for territory familiarization and to keep up with the second days for territory familiarization and to keep up with the second days for territory familiarization and to keep up with the second days for territory familiarization and to keep up with the second days for territory familiarization and to keep up with the second days for territory familiarization and to keep up with the second days for territory familiarization and to keep up with the second days for territory familiarization and to keep up with the second days for territory familiarization and to keep up with the second days for territory familiarization and to keep up with the second days for territory familiarization and to keep up with the second days for territory familiarization and to keep up with the second days for territory familiarization days</i>		
	changing system elements."		
	R-1-3-b: "WMATA must require all RTCs to obtain and maintain Level 4 Require Worker Destantian territies and partification "		
	Roadway Worker Protection training and certification."		
	 The FWSO inspector observed the radio transmissions and performance of two RTCs. Both controllers have had Bridge 		
	Training (refresher course), and are RWP Level 4 trained and		
	qualified.		
	 RTC #1, the Radio Controller, has been employed at 		
	WMATA for 12 years, with 4.5 years in the ROCC.		
	 RTC #2, the Button Controller, was an external hire with 		
	former transit experience, and has almost 6 years at WMATA in the ROCC.		
	• R-1-6-a: "WMATA must establish and enforce a proper protocol for		
	language and terminology that is used over the radio – to include 100		
	percent word-for-word read-back for safety-related instructions and unusual train movements."		
Description	 Personnel and units (11 crews from 1037 – 1141 hours) called onto the right-of-way (ROW) for afternoon access. Most crews were 		
	under the RWP protection Train Approach Warning (TAW) and one was under Exclusive Track Occupancy (ETO).	Recommended Reinspection?	No
	 All personnel, units, and operators performed word-for-word 		
	confirmation of working and clearance rights on the ROW. The RTC		
	acknowledged full understanding of transmission over the radio		
	and provided 100% repeat-back for all requests.		
	• For each communication loop, RTCs closed out each transmission		
	with "over," closing the loop with "Central out."		
	• <i>R-1-8-a: "WMATA must establish a clear policy that prohibits distractions</i>		
	from the use of cell phones and other electronic devices in the ROCC."		
	 The inspector observed no cell phone or electronic device violations from any unauthorized ROCC personnel during 		
	observation period.		
	 <i>R</i>-1-9-a: "Until such time as electronic transfer records are implemented, WMATA must ensure that its Rail Traffic Controllers use paper-based 		
	 logs with formal signatures." ROCC has implemented an internal policy requiring all RTCs to sign 		
	 onto the AIM system upon shift change. Exception noted: During the afternoon shift change, the inspector 		
	 Exception noted: During the afternoon shift change, the inspector observed one RTC arrive and immediately start performing duties 		
	after receiving instruction from the off-duty RTC. The RTC did not sign onto the AIM system. However, the second RTC did properly sign onto the AIM system.		
	Sign once the num system.		
	Observations related to Roadway Worker Protection Manual (2014):		
	 Roadway Worker Protection—(3) Foul Time (FT) Protection: "FT Protection is according ting with BOCC to STOP all rail traffic in the specific 		
	Protection is coordinating with ROCC to STOP all rail traffic in the specific area for a limited amount of time."		
	 At 0240 hours, a unit requested FT protection at Arlington 		





Form FTA-IR-1

United States Department of Transportation Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20170131-WMATA-CB-1					
inspection Date	2017	01	31	Report Number						
Rail Agency Name	Washington Authority	Metropolitan A	Area Transit	Rail Agency Department	TRST	Sub- Dep	TKIN			
	1	Name		Email	Office Phone	Office Phone Mobile Phon				
Rail Agency Department										
Contact Information										
Inspection Location	Stadium-Arm	ory to Minnes	ota Ave on the	D-Line, Track 2						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-JSB-OBS	TRK-WI-PI				
Inspection Units	1	1				
Inspection Subunits	0	1				
Defects (Number)	0	3				
Recommended Finding	No	No				
Remedial Action Required ¹	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspect	tion Subj	ect	Job Safe	ty Brie	fing			Activity Co	de	TR	K	JSB	OBS
Job Briefing Employee Name/Title	TRST	TRST 626					mpanied ector?	Yes	Out Brief Conducted	No	Time	100 123		Outside Shift	No
Related Reports	N/A					Relat	ed CAPS / F	indings	No						
	Ref	Ref Rule or S						Standard		Other / T	itle		Che	cklist Refer	ence
Related Rules, SOPs, Standards, or Other	RWPM														
Standards, or other	MSRPH														
	Mai Trac		Yard	Stati	ion C	OCC RT. Facil		FTA Office		At-grade	de Tunnel		Elevated		N/A
Inspection Location	х								Track Type	х		х		х	
1:	D		Track		2		Chain Ma	rker		From				То	
Line(s)	D		Numbe	r	2		and/or Sta	ation(s)	212+00		314+00				
	Hea	d Car Nu	umber		Number c	of Cars									
Vehicles		N/A			N/A		Equip	ment	N/A						
Description	TRST	626 pro\	vided a co	ompre	ehensive je	ob safe	ty briefing.	The briefing	included the	Number	of Defects	s			0

Inspector in Charge - Signature	HAD DAVID BROSKI	Digitally signed by CHAD DAVID BROSKI DN: c=US, o=U.S. Government, ou=FRA FRAChicagolL, ou=DOT FRAChicagolL, cn=CHAD DAVID BROSKI Date: 2017.02.02 12:06:24 -06'00'	Date
Inspector in Charge – Name Chad Broski	Inspection Team Chad Broski		



	work limits, the protection that would be used (Train Approach Warning with an	Recommended Finding?	No
	Advanced Watchman/Lookout), hazards that would be encountered, and the required Personal Protective Equipment (PPE). TRST 626 also reviewed the	Remedial Action Required?	No
	Roadway Access Guide pertaining to our inspection limits. He then inspected the		
	work group to ensure they had the necessary PPE and Roadway Worker Protection (RWP) training. He also required the work group to acknowledge understanding of	Recommended Reinspection?	No
	the on-track safety procedures.		
Remedial Action	N/A		

Inspection Activity #	2 I	Inspection Sul	oject	Remedial Action Verification						de	TR	RK	WI	PI
Job Briefing Employee Name/Title						ompanied ector?	Yes	Out Brief Conducted	No	Time	100 123		Outside Shift	No
Related Reports		06-WMATA-N 19-WMATA-V			Rela	ted CAPS /	Findings	No	1	I				
	Ref Rule or S						Standard		Other / T	ïtle		Check	list Refer	ence
Related Rules, SOPs, Standards, or Other	RWPM						TRST 1000		Permane T-16-07,	nt Order Rev. 1	No.			
	MSRPH													
Inspection Location	Main Track	Yard	Stat	ion	000	RTA Facility	FTA Office	Track Type	At-grad	e Tu	nnel	Elev	ated	N/A
	х							паск туре	x		х	>	(
Line(s)	D	Track		2		Chain Ma		From				То		
		Numb	-			and/or Station(s) 212+00					314+	00		
Vehicles	Head	Car Number N/A			oer of Cars		ment	N/A						
	The FW	The FWSO inspector performed remedial action verification between chain markers								of Defect	S			3
	(CM) 212+00 and 314+00 on main track D2.								Recomm	ended Fi	nding?			No
	Observations:								Remedia	Remedial Action Required?				Yes
Description	•	 The on-track safety complied with the RWPM. Train Approach Warning Protection with Advanced Watchmen/Lookouts allowed ample time to clear for on-coming trains. All trains complied with Permanent Order No. T-16-07, Rev. 1. The following FWSO remedial actions on main track D2 between CM 212+00 and CM 314+00 have not been repaired and/or replaced: ID # 123, 1077, 1078, 1079, 1080, 1081. FWSO remedial action ID # 122 has been corrected. FWSO noted that there is an abundant amount of water, nearly to the top of the grout pads, within the tunnel between CM D2 226+50 and CM D2 234+00. There is an unusually large quantity of water flowing into the invert at this location. The trough and inlets are plugged; thus, the water is not discharging at an effective rate causing the flooding to occur. FWSO noted that the 3rd rail anchor and numerous cover boards were detached at CM D2 266+20. 												Yes
Remedial Action	•	 D2 272+90. WMATA must mitigate the water flow in the tunnel between CM D2 226+50 and CM D2 234+00. WMATA must repair and/or replace the 3rd rail anchor and missing cover boards at CM D2 266+20. 												